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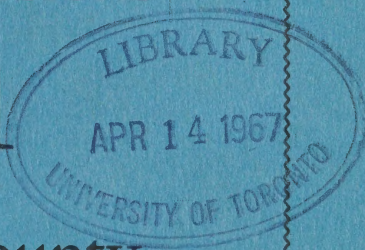
Government
Publication



MINUTES

JULY SPECIAL
SEPTEMBER, NOVEMBER
AND DECEMBER
REGULAR SESSIONS

1931



Norfolk County
Council, ONT.



ALSO

Road Superintendent's Report

Jonathan Porter, Clerk and Treasurer

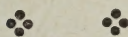


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Road Superintendent's Report.

Jonathan Porter, Clerk and Treasurer.

Special July Meeting

Simcoe, July 28th, 1931.

Minutes of Special Meeting of Norfolk County Council held this 28th day of July, 1931, called for the purpose of confirming an agreement for paving in the Village of Waterford and for general purposes.

The Council was called to order at 10 a.m., Warden J. H. Misner presiding.

Moved by Mr. Reynolds, seconded by Mr. Ferris: That the County Solicitor be instructed to prepare a contract between the County of Norfolk and the King Paving Company for the construction of the extension of County Road No. 2 in the Village of Waterford, the tender for the work being \$2.04 per square yard for the pavement and 65c per cubic yard for excavations, subject to the approval of the Department of Public Highways. Carried.

Moved by Mr. Reynolds, seconded by Mr. Ferris: That the County Solicitor be instructed to prepare an agreement between the County of Norfolk and the Village of Waterford, whereby the Village of Waterford waives its right to collect any monies due or accruing due to the said Village of Waterford under the Highway Improvement Act during 1931 and 1932 up to the amount of the cost of paving the extension of Road No. 2 in 1931. Carried.

Mr. Kent gave notice that he would at next regular meeting or as soon thereafter as possible introduce a By-law confirming the By-laws of the Township of Middleton and the Village of Delhi, closing portions of the Townline between these municipalities.

Moved by Mr. Maguire, seconded by Mr. Kent: That Mr. Townsend be appointed a member of committee re advertising the County. Carried.

Moved by Mr. Townsend, seconded by Mr. Maguire: That C. H. Ferris be a member of the Committee from the County Council to arrange for the advertising of Norfolk County. Carried.

Moved by Mr. Price, seconded by Mr. Bowden: That the Council do now adjourn to meet again 1st September, 1931, unless called by the Warden. Carried.

Council adjourned accordingly.

Confirmed in open Council this 1st day of September, A.D. 1931.

JONATHAN PORTER,
Clerk.

J. H. MISNER,
Warden.

September Regular Meeting

Simcoe, September 1st, 1931.

Minutes of Regular Meeting of Norfolk County Council held this first day of September, 1931.

Council called to order at 10 a.m., the Warden, J. H. Misner, presiding.

Roll called. All the members present except C. H. Ferris, Reeve of Port Rowan.

Minutes of June session and special meeting of July 28th were read and confirmed.

The following communications were read:

1. County of York re taxation of King's Highways and County Roads with resolution for confirmation.
2. County of Lanark, re Public School Inspectors and Public School Act.
3. Counties of Lennox and Addington re Normal School attendance.
4. Canadian National Institute for the Blind re Henry Butcher of Townsend.
5. Accounts Norfolk Chamber of Commerce, Pearce Publishing Co. and Ryerse Bros.

Moved by Mr. McVicar, seconded by Mr. McCurdy: That the communications as read be referred to the following committees:

County of Lanark, County of York, Counties of Lennox and Addington and Canadian National Institute for the Blind, to the Committee of the Whole.

Accounts, to Finance Committee. Carried.

Moved by Mr. Collings, seconded by Mr. Price: That Mr. McKiee act as chairman of the Committee of the Whole in the absence of Mr. Ferris. Carried.

Moved by Mr. McKiee, seconded by Mr. McCurdy: That Messrs. Bowden and Reynolds be a committee to interview officials of the Children's Aid Society regarding its responsibility of children and to report at the next regular meeting. Carried.

Mr. Stackhouse presented report of the Good Roads Committee.

Moved by Mr. Stackhouse, seconded by Mr. Stuart: That the report of the Good Roads Committee be adopted. Carried.

Moved by Mr. Price, seconded by Mr. Reynolds: That the Council do now adjourn to meet again at 1.30 p.m. Carried.

Council adjourned at 11.35 a.m.

Council resumed its sitting at 2.05 p.m.

Mr. Kent presented report of Public Buildings Committee.

Moved by Mr. Kent, seconded by Mr. Anderson: That the report of the Public Buildings Committee be adopted. Carried.

Mr. Collings presented report of Reforestation Committee.

Moved by Mr. Collings, seconded by Mr. Robertson: That the report of the Reforestation Committee be referred to the Committee of the Whole. Carried.

Mr. McKie presented report of the Finance Committee.

Moved by Mr. McKie, seconded by Mr. McCurdy: That the report of the Finance Committee be adopted. Carried.

Moved by Mr. Price, seconded by Mr. Stackhouse: That the Council do now go into Committee of the Whole to consider matters referred thereto. Carried.

The Council went into Committee of the Whole at 2.20 p.m., Mr. McKie presiding.

The Council resumed its sitting at 3.30 p.m.

Mr. McKie presented report of Committee of the Whole.

Moved by Mr. McKie, seconded by Mr. Bowden: That the report of the Committee of the Whole be adopted. Carried.

Moved by Mr. Kent, seconded by Mr. Reynolds: That this Council expresses its approval of the efforts of Messrs. Paterson and Perrett in introducing a system of registration for admittance of experienced tobacco growers from the United States for the assistance of county growers in the harvest of this season's crop and that a copy of this resolution be forwarded to the Department of Immigration at Ottawa. Carried.

The following are the reports of Committees as adopted by the Council:

REPORT OF THE COUNTY ROAD COMMITTEE

To the Warden and Members of the County Council of the County of Norfolk:

Gentlemen,—Your Committee on County Roads beg leave to report as follows:

The following work has been completed since the June session:

Road 1—Two miles of tar resurfacing.

Road 2—Five miles of gravel resurfacing and three-quarters of a mile of gravel mulch.

Road 5—Two and three-tenths miles of gravel mulch.

Road 6—Two miles gravel resurfacing.

Road 7—One and two-tenths miles of gravel mulch; two and one-fourth miles gravel resurfacing.

Road 8—Three miles of gravel mulch; three miles of gravel resurfacing.

Road 9—Four miles of grading and gravelling; two miles of tar retread; one mile gravel mulch; two and one-quarter miles of resurfacing.

Road 10—One and one-half miles gravel resurfacing.

Road 11—Three miles gravel resurfacing.

Road 13—Eight-tenths of a mile of gravel mulch.

Road 15—One and one-half miles gravel mulch.

Road 16—One mile gravel mulch; three miles tar resurfacing.

Road 18—Three miles tar resurfacing.

Road 25—One mile gravel mulch and one mile tar resurfacing.

Road 26—One-half mile gravel resurfacing.

Road 27—Three miles gravel resurfacing; a reinforced concrete culvert.

The following work is being proceeded with:

Road 6—Construction of a reinforced concrete culvert.

Road 8—Gravel resurfacing.

Road 9—Grading. Seal coat and tar retread.

Road 14—Gravel resurfacing.

Road 27—Gravel resurfacing.

It is expected that the crushing outfit No. 2 will be closed down this week.

Accounts amounting to \$76,420.63 have been passed since the last regular session of this Council.

Committee fees since the June session, \$236.60.

All of which is respectfully submitted.

CHAS. STACKHOUSE,
Chairman,

HARRY E. STUART,

W. D. ROBERTSON.

REPORT OF THE PUBLIC BUILDING COMMITTEE

To the Warden and Members of the County Council of the County of Norfolk:

Gentlemen,—We, your Committee on Public Buildings, beg leave to report as follows:

That we accept the tender of H. S. Carvill for caulking of the Court House and Gaol buildings for the sum of \$144.00.

All of which is respectfully submitted.

G. G. KENT,
Chairman,

G. J. McKIEE,

R. E. ANDERSON.

REPORT OF THE REFORESTATION COMMITTEE

To the Warden and Members of the County Council of the County of Norfolk:

Gentlemen,—Your Committee on Reforestation beg leave to report as follows:

The following replanting has been proceeded with:

Reforestry Plot, Lot 14, Concession 14, North Walsingham

6000 Poplar. 5000 Red Pine.

In this plot the elm plantation of about 16 acres was

replaced with red pine excepting in the low places which were reset with poplar. The fire guards were widened and a well disked. The expenditure being \$136.25.

On the Paine Plot, Lot 11, Concession 2, of Charlotteville

76,000 Jack Pine and Red Pine were planted to take the place of the Elm, Ash and Maple, which had died. Some of the Jack Pine was set in between the rows to prevent lowing. About 8 acres at the back end of this plot was found without planting and this was planted. Fire guards were also constructed at a cost of \$177.00.

Stipe Plot, Lot 6, Concession 10, Charlotteville

Two fire guards were constructed and 1000 trees were planted in a blowhole, the cost being \$8.50.

Turner Plot, Lot 7, Concession 9, Charlotteville

Two low holes and the driveway were planted with Poplar. The orchard was plowed and set with Red Pine. The fire guards were disked and extended. 16,000 trees in all were planted, the cost being \$56.75.

Bonnie Heath Plot, East of Bloomsburg, in the Township of Townsend

Considerable loss was sustained on this plot last year. due to the dry season. Replanting amounted to 22,500 pine and spruce at a cost of \$71.50. It was impossible to make a complete replanting owing to the shortage of trees at the Provincial Forestry Station.

Morden Plot, Lot 18, Concession 6, South Walsingham

Fire guards were disked at a cost of \$2.50.

Shellburg Plot, Concession 9, Charlotteville

5000 Spruce, 3700 Larch were replanted, at a cost of \$108.50.

Cost of survey of this property by Messrs. Lee & Nash was \$195.15.

Sale of buildings on this property amounted to \$280.00.

Total planting this year amounted to 194,090 trees.

Committee fees since the June session, \$55.60.

All of which is respectfully submitted,

W. S. COLLINGS, Chairman.
G. G. KENT,
A. PRICE.

REPORT OF THE FINANCE COMMITTEE

To the Warden and Members of the County Council of the County of Norfolk:

Gentlemen,—Your Committee on Finance beg leave to report the following accounts and recommend that same be paid:

F. H. Ryerse	\$14 50
Norfolk County Chamber of Commerce.....	100 00
The Simcoe Reformer	196 40

We also recommend that \$5.00 be paid Eleanor Misner for stenographic services.

All of which is respectfully submitted.

G. J. McKIEE, Chairman,

J. W. TOWNSEND,

THOS. D. MATHEWS.

REPORT OF THE COMMITTEE OF THE WHOLE

To the Warden and Members of the County Council of the County of Norfolk:

Gentlemen,—We, your Committee of the Whole, beg leave to report the matters referred thereto have been considered in the following manner and we recommend the following:

1. That the matter of Henry Butcher be laid over until the next regular session, so that the Township of Townsend will have an opportunity to consider the matter.
2. That no action be taken regarding communication from the County of Lennox and Addington.
3. That the communication from the County of Lanark be tabled until the January, 1932, session.
4. That the communication from the County of York be referred to the Road Committee for an explanation of the matter.
5. That the report of the Reforestation Committee be adopted.
6. That the question of disposal of posts on the Shellburg property be left with the Reforestation Committee.

All of which is respectfully submitted.

G. J. McKIEE, Chairman.

Moved by Mr. McKiee, seconded by Mr. McCurdy: That this Council do now adjourn to meet on the 3rd day of November, 1931, at 10 a.m. Carried.

Council adjourned accordingly at 3.45 p.m.

Confirmed in open Council this 3rd day of November, A.D. 1931.

JONATHAN PORTER,
Clerk.

J. H. MISNER,
Warden.

November Regular Meeting

Simcoe, November 3rd, 1931.

Minutes of Regular Session of Norfolk County Council, held the 3rd day of November, 1931.

Council called to order at 10 a.m., the Warden, J. H. Misner, presiding.

Roll called. All the members present.

Minutes of September meeting were read and confirmed.

The following communications were read:

Hamilton Technical School, with reference to school fees of Beverly Wyckoff.

Counties of Stormont, Dundas and Glengarry with reference to a memorial to impose a higher tax on bus and freight lines.

Account of Pearce Publishing Company.

Moved by Mr. McVicar, seconded by Mr. McCurdy: That the communications as read be referred as follows:

Hamilton Technical School and Counties of Stormont, Dundas and Glengarry, to Committee of the Whole.

Account, to Finance Committee. Carried.

Mr. Stackhouse presented report of Good Roads Committee.

Moved by Mr. Stackhouse, seconded by Mr. Bowden: That the report of the Good Roads Committee be adopted. Carried.

Moved by Mr. Stackhouse, seconded by Mr. Stuart: That this Council endorse the resolution passed at June session of York County Council petitioning the Government to enact such legislation as will equalize among all municipalities that portion of King's Highways and County Roads taxation now borne by cities, separated towns and counties, and that a copy of this resolution be forwarded to the Hon. George S. Henry, Premier of Ontario. Carried.

Mr. Reynolds reported orally on the matter of Children's Shelter and as to its capacity of providing for all wards of the Society.

Moved by Mr. Reynolds, seconded by Mr. Ferris: That leave be granted to introduce a By-law to confirm By-law No.

454 of the Township of Middleton and By-law No. 274 of the Village of Delhi. Carried.

Moved by Mr. Kent, seconded by Mr. Maguire: That said By-law be now read a first time. Carried. By-law read.

Moved by Mr. Maguire, seconded by Mr. Townsend: That said By-law be now read a second time. Carried. By-law read accordingly.

Moved by Mr. Ferris, seconded by Mr. Kent: That said By-law be now referred to the Committee of the Whole. Carried.

Moved by Mr. Price, seconded by Mr. Bowden: That the Council do now adjourn to meet again at 1.30 p.m. Carried.

Council adjourned.

Council resumed at 1.30 p.m.

Mr. Kent presented report of Public Building Committee.

Moved by Mr. Kent, seconded by Mr. Maguire: That the report of the Public Building Committee be adopted. Carried.

Mr. McKie presented report of Finance Committee.

Moved by Mr. McKie, seconded by Mr. Ferris: That the report of the Finance Committee be adopted. Carried.

Mr. J. L. Buck, ex-Warden of the County, being present, was asked by Warden Misner to address the Council.

Mr. Buck complimented Mr. Misner as being Warden of the County and also spoke of Colonel Townsend as being the only member of the present Council who was a member of the Council in Mr. Buck's time.

Moved by Mr. Price, seconded by Mr. Reynolds: That the Council do now go into Committee of the Whole to consider matters referred thereto. Carried.

Council went into Committee of the Whole at 2.30 p.m.

Council resumed its sitting at 3 p.m.

The Committee of the Whole having reported By-law to confirm By-laws of Middleton and Delhi, without amendment.

Moved by Mr. Townsend, seconded by Mr. Collings: That said By-law be now read a third time. Carried. By-law read.

Moved by Mr. Robertson, seconded by Mr. Smith: That said By-law do now finally pass and become a By-law of the Corporation of the County of Norfolk and be intituled as in the caption thereof. Carried.

By-law was then signed, sealed and numbered 636.

Mr. Townsend presented report of the Committee of the Whole.

Moved by Mr. Townsend, seconded by Mr. Bowden: That the report of the Committee of the Whole be adopted. Carried.

The reports of Committees as adopted are as follows:

REPORT OF THE GOOD ROAD COMMITTEE

To the Warden and Members of the County Council of the County of Norfolk:

Gentlemen,—We, your Committee on County Roads, beg leave to report as follows:

Culvert construction is nearing completion on Road No. 26.

Grading is proceeding on Road No. 29.

All other construction work and special maintenance work, with the exception of fencing the right of way on Road No. 9 in the Township of Woodhouse, has been completed.

Accounts passed since the September session amount to \$24,388.09.

Committee fees since the September meeting, \$192.60.

All of which is respectfully submitted.

CHAS. STACKHOUSE,

Chairman,

W. D. ROBERTSON,

HARRY E. STUART.

REPORT OF THE PUBLIC BUILDINGS COMMITTEE

To the Warden and Members of the County Council of the County of Norfolk:

Gentlemen,—We, your Committee on Public Buildings, beg leave to report as follows:

That a 100-gallon hot-water boiler and jacket heater be installed in the jail and that the contract for same be given to H. Austin, Delhi, for the sum of \$77.00.

All of which is respectfully submitted.

G. G. KENT, chairman.

REPORT OF THE FINANCE COMMITTEE

To the Warden and Members of the County Council of the County of Norfolk:

Gentlemen,—Your Committee on Finance beg leave to report the following accounts and recommend that same be paid:

The Pearce Publishing Company, \$12.88.

We also recommend that \$5.00 be paid to Eleanor Misner for stenographic services.

All of which is respectfully submitted.

G. J. McKIEE, Chairman,

THOS. D. MATHEWS,

C. H. FERRIS.

THE REPORT OF THE COMMITTEE OF THE WHOLE

To the Warden and Members of the County Council of the County of Norfolk:

Gentlemen,—We, your Committee of the Whole, beg leave to report the matters referred thereto have been considered in the following manner and we recommend the following:

1. That the payment of \$170.00 to the Hamilton Technical School be sanctioned.

• 2. That we endorse the sentiment contained in the resolution of the united Counties of Stormont, Dundas and Glengarry re imposition of tax on operators of bus and freight lines for commercial purposes on public highways.

All of which is respectfully submitted.

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J. W. TOWNSEND, Chairman.

Moved by Mr. Price, seconded by Mr. Bowden: That the Council do now adjourn to meet again on 1st of December, 1931, at 10 a.m. Carried.

Council adjourned accordingly at 4 p.m.

JONATHAN PORTER,
Clerk.

J. H. MISNER,
Warden.

December Regular Meeting

Simcoe, December 1st, 1931.

Minutes of December regular meeting held this first day of December, A.D. 1931.

Council called to order at 10 a.m., the Warden, J. H. Misner, presiding.

Roll called. All the members present.

The following communications were read:

Grand Jury's report and account from Kelly, Porter and Kelly.

Moved by Mr. McVicar, seconded by Mr. McCurdy: That the Grand Jury's report be tabled and the account referred to the Finance Committee. Carried.

Mr. Bowden presented report of Managing Committee of Industrial Home.

Moved by Mr. Bowden, seconded by Mr. McKie: That the report of the Managing Committee of Industrial Home be adopted. Carried.

Moved by Mr. Price, seconded by Mr. Reynolds: That the Council do now adjourn to meet again at 1.30 p.m. Carried.

Council adjourned at 11.45.

Council resumed at 1.30 p.m.

Mr. Reynolds introduced a delegation from Norfolk Fair Board, asking for assistance.

The Council was addressed by R. B. Kent, H. Kellam and A. E. Culver, presenting financial statement of Board for year.

Moved by Mr. Maguire, seconded by Mr. Kent: That the request of the Norfolk Fair Board be referred to the Committee of the Whole. Carried.

Mr. McKie presented report of Finance Committee.

Moved by Mr. McKie, seconded by Mr. Bowden: That the report of the Finance Committee be adopted. Carried.

Mr. Collings presented report of Reforestation Committee.

Moved by Mr. Collings, seconded by Mr. Townsend: That

the report of the Reforestation Committee be referred to the Committee of the Whole. Carried.

Mr. Paterson, District Representative, addressed the Council and gave a very instructive report of agricultural conditions in the county which was very much appreciated by the members of the Council.

Moved by Mr. Mathews, seconded by Mr. McCurdy: Requesting information in regards to transient indigents in the County of Norfolk.

Moved by Mr. Price, seconded by Mr. Reynolds: That the Council do now go into Committee of the Whole to consider matters referred thereto. Carried.

Council went into Committee of the Whole at 4.10 p.m.

Council resumed its sitting at 5 p.m.

Moved by Mr. Price, seconded by Mr. Bowden: That the Council do now adjourn to meet again December 3rd, at 10 a.m. Carried.

Council adjourned at 5.05 p.m.

Confirmed in open Council this 3rd day of December, 1931.

JONATHAN PORTER,
Clerk.

J. H. MISNER,
Warden.

Second Day

Simcoe, December 3rd, 1931.

Minutes of second day of December meeting.

Council called to order at 10 a.m., the Warden presiding.

Roll called. All the members present.

Minutes of first day's session were read and confirmed.

Mr. McKiee suggested that different members of the Council address the Council on matters in which the members were interested.

Colonel Townsend gave an excellent address on the growing and curing of tobacco and Captain Reynolds discussed the matter of fertilization and the cultivation of garden products and marketing same.

Mr. Ferris gave an interesting address on the duck shooting and the managing of the sport in Long Point District.

The Warden gave a nice address on the fishing industry at Port Dover.

Mr. Kent, the only bachelor in the Council gave an interesting address supplementing Colonel Townsend's discussion on tobacco growing.

Mr. Stackhouse presented report of Good Roads Committee.

Moved by Mr. Stackhouse, seconded by Mr. Robertson: That the report of the Good Roads Committee be adopted. Carried.

Mr. Robertson presented report of Special Committee on Valuation.

Moved by Mr. Robertson, seconded by Mr. McKiee: That the report of the Valuation Committee be adopted. Carried.

Moved by Mr. Price, seconded by Mr. Bowden: That the Council do now adjourn to meet again at 1.30 p.m. Carried.

Council adjourned at 11.30 a.m.

Council resumed at 2.30 p.m.

Mr. Marston presented report of the County Road Superintendent for the year.

Moved by Mr. Townsend, seconded by Mr. Kent: That the report of the County Road Superintendent be adopted as read and be printed with the minutes. Carried.

Moved by Mr. Kent, seconded by Mr. Maguire: That the Warden do now vacate the chair and that Mr. Ferris preside. Carried.

Moved by Mr. Maguire, seconded by Mr. Kent: That this Council in session assembled wishes to express to the retiring Warden its sincere appreciation of his diligence and efficiency in the discharge of his duties as Warden for 1931. Carried.

Mr. Misner thanked the Council for its kind expression of appreciation and said it was due to the co-operation of all the members of the Council and officials that made his task both easy and pleasant.

The Warden then resumed the chair.

Mr. Ferris presented report of the Committee of the Whole.

Moved by Mr. Ferris, seconded by Mr. Reynolds: That the report of the Committee of the Whole be adopted. Carried.

Moved by Mr. Price, seconded by Mr. Reynolds: That the Council do now adjourn sine die. Carried.

Council adjourned at 5 p.m.

The reports of Committees as amended and adopted are as follows:

REPORT OF THE MANAGING COMMITTEE OF THE INDUSTRIAL HOME

To the Warden and Members of the County Council of the County of Norfolk:

Gentlemen,—We, your Managing Committee of the Industrial Home, beg leave to report as follows:

During the year your Committee found it necessary to meet on five different occasions, three times in a regular way and twice to consider urgent matters.

The following matters have been attended to during the year:

1. A new horse was purchased for the farm.
2. Provision was made for the burial of inmates in Oakwood Cemetery.

3. The steam pipes passing through the fruit and vegetable cellar were heavily insulated and a system of ventilation installed to keep the cellar cool enough for proper keeping of the fruits and vegetables.

4. An experiment in fertilizing was carried on and we are glad to report the results fully warrant the expenditure

5. The lightning rod equipment was altered to conform with the requirements of the fire marshal.

6. All windows, doors and walls of the Industrial Home and Isolation Building were thoroughly caulked.

On all our trips we have found everything in the Home and on the farm in first-class condition. We have only the highest words of praise for our management.

We would call your particular attention to the following statements:

Statement No. 1

The number of inmates on November 1, 1930, was 48.

	Admissions	Withdrawals	Deaths
1930			
November	3	0	0
December	0	0	0
1931			
January	2	0	0
February	4	0	0
March	2	0	0
April	0	3	0
May	0	3	1
June	1	2	0
July	0	2	0
August	1	0	0
September	1	0	0
October	0	0	1
	14	10	2

Inmates October 30, 1931—50.

Statement No. 2

Inmates from different Municipalities:

Municipality	Male	Female	Total
Windham	2	0	2
Townsend	2	3	5
Woodhouse	2	1	3
Charlottesville	6	0	6
North Walsingham	1	1	2
South Walsingham	4	2	6

Houghton	I	4	5
Middleton	I	I	2
Simcoe	6	2	8
Port Dover	2	I	3
Delhi	I	0	I
Waterford	I	3	4
Port Rowan	I	2	3
Total			50

Deaths

Mrs. Robbins, age 85, Windham.

Mrs. Jackson, age 69, North Walsingham.

Statement No. 3

Maintenance Table

Month	Patient Days	Others
1930		
November	1498	210
December	1581	217
1931		
January	1620	217
February	1555	156
March	1823	209
April	1713	221
May	1670	186
June	1548	202
July	1542	217
August	1550	217
September	1530	180
October	1564	217
	19194	2449

Number of meals served to inmates.....	57,582
Number of meals served to others.....	7,347
	<u>64,929</u>

Statement No. 4

Farm and Garden Production For 1931.

Stove wood, 15 cord	\$ 37 50
Pork, 1600 pounds	320 00
Hay, 20 ton	200 00
Wheat, 27 bushels	13 50
Oats, 209 bushels	41 80
Straw, 20 tons	40 00
Field corn, 410 bushels	246 00
Corn stalks, 8 ton	16 00

Ensilage, 75 ton	175 00
Potatoes, 300 bushels	100 00
Mangles, 1000 bushels	120 00
Turnips, 300 bushels	36 00
Onions, 20 bushels	30 00
Carrots, 5 bushels	50
Cabbage, 40 bushels	20 00
Garden beet, 10 bushels	4 00
Rye, (new), 83 bushels	33 20
Apples, 40 bushels	8 00
Garden produce, used (estimated)	100 00
Milk produced, 83,737 pounds	2696 11
Institution used 73,000 pounds.	
10,737 lbs. exchanged for butter, 1419 lbs and \$5.36 cash.	
Eggs, 3151	39 40
Stock sold during year	233 00
Increase in stock: 1 heifer, 1 bull calf.....	100 00
Loss: 1 heifer calf	\$10.00
<hr/>	
	\$ 4610 01

Statement No. 5

A complete inventory, including farm, buildings, stock, crops and contents of various buildings.

Buildings

Stock barn	\$ 2500 00
Silo	250 00
Corn Crib	15 00
Implement Shed	100 00
Drive barn and shed	150 00
Pig pen	300 00
Cook house	75 00
Ice house	400 00
Garage	400 00
Poultry house	125 00
Isolation building	2000 00
Institution building	65000 00
Land	3000 00
<hr/>	
	\$74315 00

Stock

Nine cows	\$ 1125 00
One bull	75 00
One bull calf	60 00
One heifer calf	40 00
Three yearling heifers	195 00

One horse	10 00
One team	375 00
One brood sow	60 00
Seven pigs	55 00
100 chickens	80 00
	<hr/>
	\$ 2075 00

Farm Equipment

One set harness	\$ 15 00
One pump	10 00
One Milk Scale N.C.	
15 Forks	12 00
One root pulper	5 00
One cutting box	25 00
One gasoline engine	5 00
One wagon and rack	40 00
One yolk and trees	2 50
Ladders	10 00
One fanning mill	20 00
32 bags	7 00
One straw knife	1 00
One bushel measure	75
Swing, ropes and fork	40 00
One Wheelbarrow	1 00
One manure spreader	80 00
One stock rack	5 00
One mowing machine	50 00
One corn binder	100 00
One horse rake	20 00
One cultivator	12 00
Two corn cultivators	10 00
One slush scraper	2 00
One wagon and box	80 00
One doubletrees and yoke	2 50
One gravel box	5 00
One single horse sprayer	75 00
One set of harrows	15 00
One weeder	10 00
One set disks	30 00
One cultivator	5 00
One grain and fertilizer drill	85 00
One plow	10 00
One 2-furrow plow	30 00
One roller	15 00
One set bobsleighs	25 00
One binder	175 00
Chains, cleives and miscellaneous articles.....	25 00
One set scales	10 00

Ice tongs and saw	5 00
Two refrigerators	100 00
One meat block	2 00
Two lawn mowers	5 00
One stove	3 00
40-foot extension ladder	8 00
75 feet garden hose	3 75
One engine and pump	100 00
One engine	15 00
Miscellaneous tools	100 00
One garden drill	10 00
One cream separator and motor.....	150 00
	<hr/>
	\$ 1572 50

Miscellaneous

100 tile	\$ 3 00
175 posts	25 00
	<hr/>
	\$ 28 00

Farm Production Inventory

8 cord wood	\$ 20 00
15 ton hay	150 00
125 bushels oats	25 00
10 ton straw	20 00
410 bushels field corn	246 00
8 ton corn stalks	16 00
240 bushels potatoes	80 00
1000 bu. mangles	120 00
300 bu. turnips	36 00
20 bu. onions	30 00
5 bu. carrots	50
40 bu. cabbage	20 00
10 bu. garden beets	4 00
30 bu. apples	6 00
	<hr/>
	\$ 773 50

CONTENTS OF HOME INVENTORY

Sewing Room

1 table	\$ 7 00
7 chairs	14 00
Medical supplies	100 00
1 sewing machine	20 00
1 electric clippers	10 00
1 step ladder	3 00
1 roll-top desk	1 00
1 electric heater	66 00

New Supplies:

6 pr. blankets, 1.95	11 70
8 pair blankets, 3.75	30 00
2 dozen pillow cases, 3.60	7 20
2 pillows, 1.25	2 50
17 roller towels, .50	8 50
48 hand towels, .20	9 60
11 dish towels, .15	1 65
16 dish towels, .25	4 00
11 wash cloths, .5	55
9 bed sheets, 1.00	9 00
6 yds. rubber sheeting, 2.25	13 50
3 bed spreads, 3.00	9 00
13 shirts, .95	12 35
8 shirts, 1.75	14 00
8 pr. drawers, .95	7 60
4 pr. braces, .50	2 00
6 dresses, 1.00	6 00
6 dresses, 2.75	16 50
4 dresses, 2.95	11 80
3 pr. gloves, .40	1 20
7 handkerchiefs, .10	70
90 yards gauze, .06	5 40
100 yards gauze, .04½	4 50
7 flannelette nightgowns, 1.47	10 29
6 cotton nightgowns, 1.50	9 00
16 summer vests, .35	5 60
5 summer bloomers, .25	1 25
9 pr. woolen stockings, .70	6 30
7 pr. cotton stockings, .25	1 75
6 caps, 1.00	6 00
4 vests, .70	2 80
6 vests, 1.10	6 60
26 pr. women's drawers, .90	23 40
12 pr. bloomers, .49	5 88
15 pr. bloomers, .39	5 85
8 yards unbleached cotton, .30	2 40
2 ends of print	1 47
22-3 doz. pr. socks, 3.75	10 00
24 yards cotton, .25	6.00
35 yards muslin, .09	3.15
20 yards ticking, .30	6 00
1 pillow50
6 pr. men's pants, 1.95	11 70
4 pr. men's pants, 2.50	10 00
9 suits men's clothes, 8.50	76 50

\$ 562 69

Ironing Room

4 drying horses	\$ 8 00
4 ironing boards	8 00
1 table	3 00
1 cupboard	2 50
2 step ladders	6 00
110 pillow cases	30 00
2 dozen towels	5 00
	<hr/>
	\$ 62 50

Separator Room

3 cream cans	\$ 15 00
3 crocks (5 gal.)	6 00
1 teakettle	1 50
14 milk pails	17 50
1 kettle	3 00
1 kettle	2 00
25 ton coal	350 00
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	\$ 395 00

Wash Room

1 complete washing machine, 1 extractor.....	\$ 850 00
1 heater and kettle	30 00
3 granite wash tubs	30 00
1 table, 12 ft. long	5 00
4 blankets	4 00
5 ticks	12 50
	<hr/>
	\$ 931 50

Fruit Basement

1 refrigerator	\$ 5 00
4 tables	12 00
1 meat block	5 00
1032 jars of pickles and fruit.....	500 00
1 bag sugar	4 50
5 mops and brooms	1 00
15 gallons of pickles	15 00
35 cans of canned goods	3 50
½ box of toilet paper	2 50
½ bbl. soap chips	7 50
½ bbl. soda	10 00
1 box of Dutch Cleanser	4 80
¾ box Sani-flush	4 00
10 mop rags	1 50
1 box clothes pins	1 50

2 sets of new brushes for scrubber.....	3 30
2 cream pails	2 50
3 boxes of jelly powder	18 00
25 electric bulbs	10 00
1/2 box mantles	2 50
15 boxes of custard	9 00
	<hr/>
	\$ 623 10

Kitchen

2 cupboards	\$ 10 00
35 white earthenware bowls	3 50
2 tables	10 00
40 cups and saucers	10 00
38 granite cups	3 00
16 pie tins	1 60
1 meat chopper	2 00
1 clock	1 00
1 electric fan	5 00
2 electric toasters	2 50
10 trays	2 50
5 tea kettles	5 00
3 electric irons	15 00
1 electric scrubber	125 00
2 copper kettles	10 00
1 set scales	2 50
2 wall brushes	5 00
1 gas cook range	400 00
24 knives	4 00
48 dessert spoons	4 00
7 large kettles	42 00
6 large water jugs	3 00
5 teapots	3 00
1 steamer	1 00
30 cups (granite)	7 50
60 tin plates	10 00
63 granite saucers	7 00
20 pudding dishes	4 00
6 vegetable dishes	2 00
2 granite platters	2 00
21 bake trays	30 00
5 frying pans	5 00
4 tart tins	1 00
30 salt and pepper shakers	1 50
4 granite bowls	1 50
2 roasting pans	5 00
24 granite bowls (small)	3 00
35 earthen bowls	7 00
34 dinner plates	7 50

9 trays	5 00
2 meat choppers	3 00
2 dippers	40
6 tablespoons (large)	60
2 gravy dippers	30
2 eggs lifters	30
2 potato mashers	60
	<hr/>
	\$ 764 80

Ladies' Diningroom

12 cups	\$ 1 20
12 plates	1 20
12 saucers	1 20
25 dessert spoons	3 75
18 teaspoons	1 25
24 knives	5 50
20 cups and saucers	3 00
5 sugar bowls	1 25
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	\$ 18 35

Bedrooms and Rooms For Use of Inmates

63 beds, 3.00	\$ 189 00
5 mattresses, 3.50	17 50
75 bedspreads, 2.00	150 00
154 blankets, 1.25	192 50
243 sheets, 1.00	243 00
98 pillows, 1.00	98 00
4 dressers, 5.00	20 00
23 stands, 2.00	46 00
6 rockers, 3.00	18 00
1 wardrobe	5 00
38 blinds, .75	28 50
9 pr. curtains, .50	4 50
54 bed ticks, 1.50	81 00
244 pillow cases, .30	73 20
157 chairs, .60	94 20
8 tables, 2.00	16 00
5 gas stoves, 2.50	12 50
3 cupboards, 3.00	9 00
1 linoleum rug	5 00
1 slop can	50
1 hospital bed	50 00
4 fire extinguishers	100 00
6 fire pails	6 00
2 wheel chairs	20 00
6 arm chairs	18 00
1 organ	5 00

1 radio	25 00
10 large tables	80 00
6 cuspidors	1 50
1 garbage can	1 00
100 ft. fire hose	50 00
2 fire reels	10 00
3 brooms	75
1 dust mop	1 00
6 new bed springs	36 00
1 operating table	50 00
1 stretcher	2 00
2 pail pumps	10 00
1 portable bath tub	5 00
1 barber chair	2 00
2 cots	6 00
4 wash basins	1 00
1 tub	1 00
60 bath towels	15 00
1 large cupboard	25 00
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	\$ 1824 65
Grand total	\$83,946.59

Summary

Farm and Buildings	\$74,315.00
Stock	2,075.00
Farm Equipment	1,572.50
Miscellaneous	28.00
Farm Production Inventory	773.50
Contents of Home	5,182.59
	<hr/>
Total	\$83,946.59

We, your Committee, wish to thanks the other members of this Council for their hearty co-operation and sympathetic consideration of all matters referred to them throughout the year.

All of which is respectfully submitted.

J. H. BOWDEN, Chairman,
L. W. McCURDY.

REPORT OF THE FINANCE COMMITTEE

To the Warden and Members of the County Council of the County of Norfolk:

Gentlemen,—Your Committee on Finance beg leave to report as follows:

We recommend that the following accounts be paid.

Kelly, Porter & Kelly, \$104.86.

We also recommend that the sum of \$15.00 be paid Eleanor Misner for stenographic services.

All of which is respectfully submitted.

G. J. McKIEE, Chairman,

J. W. TOWNSEND.

THOS. D. MATHEWS.

REPORT OF THE REFORESTATION COMMITTEE

To the Warden and Members of the County Council of the County of Norfolk:

Gentlemen,—We, your Members of the Reforestation Committee, beg leave to report as follows:

1. Bonnie Heath Farm—The trees on this farm are not doing well, and it is our opinion that the soil is not suitable for reforestation, and would recommend, that if possible, a man be obtained who would work this as a general farm, and clean up the old wire grass sods, then at a later date trees might be tried again.

2. Lot 12, Con. 2, Charlotteville—Fifty acres on this plantation, about twenty-five acres was planted this year. These trees are doing fine, there being about 95% alive.

3. Lot 11, Con. 1, Charlotteville—This one hundred acres is now all planted and the trees are looking good.

4. Lot 18, Con. 5, South Walsingham—One hundred acres all planted, trees doing exceptionally well. This is a great sight for the members of the Council.

5. Lot 14, Con. 13, North Walsingham—On the northern part of the farm, the pines have been replanted where the elm have died out and are doing well, but the southern end is not doing as well, due to the low-lying ground.

6. South Half of Lot 6, Con. 10, Charlotteville—Ninety

acres planted; this is probably the best county plantation.

7. Lot 8, Con. 9, Charlottesville—Ninety acres planted, older pines are doing well, but a small percentage of white pines are diseased. The walnuts near the road, which appear to be dead, are sprouting new growth and are practically all alive. The pines planted this season are about 95 per cent alive.

8. North Half Lot 19, Con. 8, Charlottesville—The trees on this property do not appear to be doing anything and in our opinion it is unwise to spend any further money on this property.

9. Wycombe Property—The pines here are doing well and the standing timber on this property is growing into value.

Your Committee viewed the northwest quarter Lot 19, Con. 4, in South Walsingham, known as Wm. Hammond property. This fifty acres can be purchased for \$350.00 and it is land suitable for reforestation and is close to the Reforestry Station. We consider it a good buy and would recommend that an option be taken on this property.

All of which is respectfully submitted.

W. C. COLLINGS, Chairman,
J. W. TOWNSEND,
G. G. KENT,
ARTHUR PRICE.

REPORT OF THE GOOD ROADS COMMITTEE

To the Warden and Members of the County Council of the County of Norfolk:

Gentlemen,—Your Committee on County Roads beg leave to report as follows:

Accounts passed during November amounted to \$4,418.21.

As the County Road Superintendent is making his annual report at this session, your Committee do not propose to make any further reports.

Committee fees since last Council meeting amounted to \$53.40.

All of which is respectfully submitted.

CHAS. STACKHOUSE,
Chairman,
W. D. ROBERTSON,
H. E. STUART.

REPORT OF THE VALUATION COMMITTEE

To the Warden and Members of the County Council of the County of Norfolk:

Gentlemen,—Your Committee appointed to appraise the value of the County Property beg leave to report as follows:

Your Committee met and visited the various buildings owned by the County and made an inventory of the furniture, etc. in the buildings. After careful consideration the following values were placed on the buildings, property, etc.:

Court House and Gaol	\$150,000.00
Furnishings	7,500.00
Court House Square	13,500.00
Crown Attorney and Clerk's Office.....	10,000.00
Children's Shelter and Grounds	12,000.00
Registry Office	25,000.00
Furnishings	7,500.00
County Home Residence	65,000.00
County Home Land	3,000.00
County Home Barn Buildings	6,315.00
County Home Furnishings	5,182.00
County Home Stock, Produce and Machinery.....	3,647.00
Gravel Pits and Land	33,200.00
Reforestation	30,000.00
County Road Machinery	35,000.00

Total\$406,884.00

Committee fees amounted to \$35.80.

All of which is respectfully submitted.

W. D. ROBERTSON,
Chairman,

CHAS. STACKHOUSE,

G. J. McKIEE,

H. E. STUART,

GUY R. MARSTON.

REPORT OF THE COMMITTEE OF THE WHOLE

To the Warden and Members of the County Council of the County of Norfolk:

Gentlemen,—We, the members of the Committee of the Whole, recommend that:

1. No action be taken on the request of the Norfolk County Fair Board for a grant, and that the Clerk be requested to write them a suitable letter of explanation.

2. That the matter of Mr. Martin, who is considered a transient indigent, be taken up with the Police Magistrate.

All of which is respectfully submitted.

C. H. FERRIS, Chairman.

BY-LAW No. 636

A By-law of the Municipal Corporation of the County of Norfolk for confirming a By-law of the Municipal Corporation of the Village of Delhi and a By-law of the Municipal Corporation of the Township of Middleton.

WHEREAS the Municipal Corporation of the Corporation of the Village of Delhi on the 27th day of July, A.D. 1931, duly enacted and passed a certain By-law No. 274 entitled a By-law to stop up parts of the road allowance between Lots Numbers 186 and 187, south of the Talbot Road in the Township of Middleton and forming a division road between the Township of Middleton and the Village of Delhi as more particularly described.

AND WHEREAS the Municipal Corporation of the Corporation of the Township of Middleton on the 28th day of July, A.D. 1931, duly enacted and passed a certain By-law No. 454 entitled a By-law to stop up parts of the road allowance between Lots Numbers 186 and 187 south of the Talbot Road in the Township of Middleton and forming a division road between the Township of Middleton and the Village of Delhi as more particularly described, true copies of said By-laws No. 274 of the Village of Delhi and No. 454 of the Township of Middleton are set forth in Schedules "A" and "B" hereunto annexed.

AND WHEREAS it was provided in and by said By-laws No. 274 of the Village of Delhi and No. 454 of the Township of Middleton, that the same should come into force and take effect when or as soon as the same should have been duly confirmed by the Municipal Corporation of the County of Norfolk (being the County in which the said Village of Delhi and the Township of Middleton are situate) pursuant to the provisions and requirements of Section 483 of the Municipal Act.

AND WHEREAS the Municipal Councils of the Village of Delhi and the Township of Middleton have applied to the Municipal Council of the County of Norfolk requesting the confirmation of said By-laws by By-law of the Municipal Corporation of Norfolk pursuant to the Municipal Act.

AND WHEREAS it is deemed expedient that the said By-law No. 274 of the Village of Delhi and the said By-law No. 454 of the Township of Middleton be confirmed.

BE IT THEREFORE ENACTED by the Municipal Council of the Corporation of the County of Norfolk:

1. That By-law No. 274 of the Corporation of the Village of Delhi and By-law No. 454 of the Corporation of the

Township of Middleton, true copies of which said By-laws are set forth in Schedules "A" and "B" respectively hereto annexed, be and the same are hereby duly confirmed to the end and intent that the said By-law No. 274 of the Village of Delhi and By-law No. 454 of the Township of Middleton shall come into force and take effect forthwith upon the passing of this By-law pursuant to the provisions and requirements of the Municipal Act aforesaid.

PASSED in open Council this 3rd day of November,
A.D. 1931.

JONATHAN PORTER,
Clerk.

J. H. MISNER,
Warden.

(Seal)

County Road Report

To the Warden and Members of the County Council of the
County of Norfolk:

Gentlemen:—

Since the adoption of the County Road System, it has been usual for me to submit my annual report at the January meeting of the Council, but owing to the fact that the work is practically completed, and on account of having certain information which I desire to lay before this Council, I beg leave to submit my fifteenth report at this time. The following is a synopsis of the County Road Books at the end of November:

Road Construction	25,300.76
Bridge Construction	1,928.67
Maintenance and repair	105,605.69
Machinery, new and repairs	15,732.77
Urban Municipalities	7,444.98
Superintendence	4,205.09
County Bridges	209.18
Workmen's Compensation	1,740.75
Miscellaneous	1,268.07
Total	\$163,435.96

The construction work completed since the estimates were passed consist of 1.3 miles of grading and gravelling on Road 9, in the Township of Woodhouse; 3.5 miles of grading and gravelling on Road 9, in the Township of Houghton; 2 miles of grading and partial gravelling on Road 29, on the Townline between the Townships of Houghton and South Walsingham; completion of the hand railing on the reinforced concrete bridge on Road 15; construction of a reinforced concrete culvert on Road No. 6; Extension of a 5 ft. corrugated pipe and concrete head walls and hand railing on Road No. 26; Construction of a reinforced concrete culvert with concrete hand railing on Road 27; at a total of \$21,052.76. It will be noticed that this amount differs from the amount given in the synopsis of the County Road Books—this difference is accountable by the work paid for previous to the passing of the estimates was not placed therein. The total cost of the work completed since the estimates exceeds the amount of the estimates by \$802.76. The construction work on Road 9 involved the moving of approximately 16,000 cubic yards of dirt in the grading, the placing of 9,915 cubic yards of gravel

on the prepared grade, the building of one-half mile of fencing, the installation of four corrugated culverts and twenty-five entrance culverts; the erecting of five hundred feet of highway guard; the 1.3 miles in the Township of Woodhouse was thoroughly rolled with the county road roller, the cost of this work being \$14,899.39. The grading work on Road 29 required the moving of approximately 6500 cubic yards of dirt, the gravelling not yet completed; the cost to date being \$850.50. Hand railing on bridge, Road 15 cost \$222.93. The cost of the reinforced concrete culvert on Road 6, together with the widening and raising road on each side of the culvert amounted to \$1654.03. The cost of reinforced concrete culvert on Road 27 together with the straightening of the road and raising of grade -- \$1988.05. The extension of culvert on Road 26, together with the construction of head walls and railing—\$1041.46.

Maintenance:

The maintenance costs on a road system depend, in a large measure, on the type of road construction, together with the volume of traffic, the more permanent type of construction, as a rule, requires the least cost in maintenance. The policy adopted by the Norfolk County Council in 1928 consisted of treating the gravel road with tar in the type of what is known as gravel mulch, will eventually considerably reduce the cost of maintenance, although at the present time it may appear, that the cost is high, but I must remind you that this type of work is charged into the maintenance account and therefore it is impossible to reduce the maintenance account at the present time. In the maintenance account of this year, two miles of retread are charged and also 15.65 miles of new gravel mulch, in addition to this 15 miles of tar retread and gravel mulch were retreated with tar and pea gravel and 33 miles of gravel resurfacing was completed, the cost of this work completed, including the crushing, hauling, spreading, and rolling, amounted to \$72,259.75. In addition to this type of work there is maintenance grading, culvert maintenance, dragging, weeding, snow roads, and other miscellaneous requirements. The dragging operation is the life of a gravel road, but the cost will naturally diminish as the gravel mulch road increases. The power maintainers were used in dragging operations, tar retread and gravel mulch work, the power maintainer fitted with a Cletract tractor was also used in grading operation, for a while the walters truck, which was purchased last winter for snow plowing, was also used for dragging, fitted with a central blade. Power Maintainer No. 1 travelled during the season a total of 4193 miles, the cost of wages and gasoline was \$1208.61, which figures out at 29.06 cents per mile. Power Maintainer No. 2 travelled a distance of 3148 miles, the cost

of wages, fuel and oil for this machine was \$1034.55, which figures out at 32.86 per mile. There is no hubometer on the Cletrac Maintainer, so I am unable to give the cost per mile. Wages, fuel and oil on this machine amounted to \$993.74. The walters truck operated during the season for dragging, travelled 4115 miles at a cost of \$2195 for wages, fuel and oil, the cost per mile being 52 cents per mile.

Weeds:

During the past season a greater effort was made in week eradication, approximately 110 miles of road was sprayed, but owing to the fact that some of the weeds come to maturity at different times, it is necessary to spray some of the roads more than once, and about 240 miles of spraying was done. Perennial Sow Thistle was found to be bad on roads 19, 21, 3, 15, 17 and 30. Wild carrot was bad on Roads 30, 17, 15, 21. Chickory was bad on Roads 19, 21, 3, 17, 30, 31. Certain roads were sprayed for all weeds, while on some, particular attention, the more noxious weeds were given special spraying; these included sow thistle, wild carrot, chickory, devil's paint brush, Canadian thistle and teasel. I have made a number of examinations of marked places that were very bad with sow thistle, and find on digging up the ground that the roots are absolutely killed.

The following is a traffic census as taken by the Department during the years 1929, 1930, and 1931, in summer and also the fall:

Station	Summer Location	Year	Total Daily Average	Maximum For One Day
Norfolk 1 A. Simcoe-Port Dover Road, Vittoria Road		1929	1,766	3,456
		1930	2,066	3,544
		1931	1,793	3,667
Norfolk 1 B. Vittoria Road at Simcoe Port Dover Road		1929	855	1,632
		1930	917	1,489
		1931	729	1,570
Norfolk 2 A Waterford Road at Windham Centre		1929	312	425
		1930	440	515
		1931	383	456
Norfolk 2 B, Teeterville Road at Windham Centre		1929	169	1,235
		1930	290	336
		1931	223	324
Norfolk 3 A. County Road No. 9 at jct. of County Road No. 8		1929	425	895
		1930	406	665
		1931	397	532
Norfolk 3 B. County Road No. 8 at jct. of County Road No. 9		1929	297	689
		1930	285	607
		1931	271	328

3—12 A. County Road at Court- land	1929	495	775
	1930	531	681
	1931	519	578
3—13 A. Port Dover Road at Renton	1929	394	653
	1930	525	830
	1931	395	496

Census Traffic for Fall

Norfolk 1A. Simcoe-Port Dover Road at Vittoria Road	1929	892	1,082
	1930	1,131	1,710
	1931	1,146	1,377
Norfolk 1 B. Vittoria Road at Simcoe Port Dover Road	1929	487	615
	1930	549	804
	1931	585	730
Norfolk 2A. Waterford Road at Windham Centre	1929	276	305
	1930	353	387
	1931	357	405
Norfolk 2B. Teeterville Road at Windham Centre	1929	173	221
	1930	202	236
	1931	225	256
Norfolk 3A. County Road No. 9 at jct. of County Road No. 8	1929	274	351
	1930	229	315
	1931	303	452
Norfolk 3B. County Road No. 8 at jct. of County Road No. 9	1929	165	218
	1930	256	419
	1931	190	302
Norfolk 4A. County Road No. 17 at Intersection of County Road No. 19 and 25	1931	296	353
Norfolk 4B. County Roads No. 19 and 15, at Intersection of County Road No. 17	1931	302	406
3—12A County Road at Court- land	1929	446	492
	1930	457	550
	1931	522	578
3—13A Port Dover Road at Renton	1929	263	333
	1930	304	388
	1931	250	280

It will be noticed that there is a slight downward movement this year, in the summer traffic, but the fall traffic is slightly higher on a number of roads. Two new stations were added in the fall count this year, this being at Boston, and it is interesting to note that the traffic east and west on Road 17 is only six vehicles less than the traffic on Road 15 and 19. In my January, 1928, I drew the Council's attention to the difference in the traffic on certain roads in Brant, Oxford and Norfolk Counties, showing that two of the County Roads in Norfolk were carrying more vehicles than any County Roads in these adjoining Counties, and this condition

still prevails. The highest average in the Brant County System in the Summer Count being 566, with a maximum count of 670; the highest daily average on the summer count in the County of Oxford is 540, with a maximum of 670.

At the November session, a resolution was passed in regard to equalizing the taxation of roads between Cities, separated Towns and the rural Sections, the Norfolk County Chamber of Commerce is also studying this question and also the general road taxation. Owing to the increase in motor vehicles, it is becoming difficult to finance so as to keep the roads in condition for this increase in traffic, and it would appear that a study of these matters should be made with a view to find a solution of this difficulty. The suggestion that the Province pay the total cost of Provincial Highway would materially assist the Counties in carrying on their programmes, it is worthy of note that all the Provinces, with the exception of Ontario and Quebec assume the entire cost of Provincial Highways. It would seem only right that the Dominion Government should contribute an amount equivalent to the revenue derived from automobiles and accessories entering this Dominion. This revenue for the fiscal year ending March 1931, amounted to \$10,348,231.00. In speaking of revenues and taxation for road purposes, one cannot help but compare the expenditures for roads, with the expenditures and increase in motor vehicles. The total expenditure in the Province of Ontario for Provincial, County, and Township roads in 1930 was \$35,776,673.00. In 1929 the selling value of the manufacturers' plants of motor vehicles was \$116,492,004.00, to which must be added the imports of motor vehicles and accessories, amounting to \$84,195,255.00, making a total of \$200,687,229.00 of motor vehicles and accessories absorbed in the Dominion. The total registration of motor vehicles in the Dominion in 1930 was 1,239,888 of which 564,669 were registered in Ontario. The total gallonage of gasoline used in the Dominion for motor vehicles was 479,554,392 gallons, while 239,058,108 was used in Ontario. It is deduced from these figures that the people of the Province of Ontario own approximately 50% of the motor vehicles in the Dominion. Therefore, it is reasonable to deduce that we absorbed 50% of the production and importation which would amount to \$100,343,641.50 as against an expenditure of \$35,776,673.00. These figures should give us thought as to the economic relations of roads and railway traffic. Another phase of the taxation for roads might be in increased subsidies from the Province to the Counties and Townships to relieve the economic condition of the rural sections.

The delegates to the next road convention might discuss the question of closer cooperation between County and Township Systems. It is not economical for some Town-

ships to purchase a complete road construction and road maintaining outfit. It seems to me that arrangements might be made for the County Cooperation with the Townships in this matter.

During the past season a number of signs for various purposes have been erected throughout the County System and I regret to report that in some instances there has been a tendency to destroy the same. These signs are placed for a protection of the road and the general public at a cost to the ratepayer and they should be respected and protected.

The total yardage of gravel crushed during 1930, and used on County Roads amounted to 37,767 cubic yards, the cost of crushing averages 26c per cubic yard. 6694 cubic yards of commercial sand, gravel and stone was purchased.

During the latter part of the season I have made a complete survey of the roads as to the condition and structures and the following is a detailed statement of the same.

Road 1—From King's Highway No. 3 Westerly

Length 8.25 miles; Standard Grade 1.5 miles; Gravel Mulch 2.25 miles; .75 miles in Courtland constructed in 1928, not rolled, surface treated in 1931; 1.5 miles from Mabee's Corner, west, constructed in 1930, rolled, surface treated in 1931; 6 miles gravel; 4 miles graded, but not to Highway Standard.

Structures:

Opposite Lot 20—Concrete Bridge 10', 6" Span—14' Roadway.

Opposite Lot 18—24' Corrugated Pipe—36', 0" long.

Opposite Lot 18—12" Concrete Tile—22', 0" long.

Opposite Lot 17—6" Clay Tile—24', 0" long.

Opposite Lot 16—8" Concrete Tile—22', 0" long.

Opposite Lot 16—36" Corrugated pipe—28', 0" long.

Opposite Lot 15—12" Corrugated pipe—28', 0" long.

Opposite Lot 11—12" Corrugated pipe—28', 0" long.

Opposite Lot 11—12" Concrete tile—20', 0" (bad condition.

Opposite Lot 10—Concrete culvert—6', 0" Span—18', 0" Roadway.

Opposite Lot 9—16" Concrete tile—30', 0" long.

Opposite Lot 9—18" Corrugated pipe—22', 0" long.

Opposite Lot 9—24" Corrugated pipe—28', 0" long.

Opposite Lot 8—12" Concrete tile—20', 0" long.

Opposite Lot 6—16" Concrete tile—22', 0" long.

Opposite Lot 5—12" Corrugated Pipe—34', 0" long.

Opposite Lot 4—12" Corrugated Pipe—32', 0" long.

Opposite Lot 3—12" Corrugated pipe—34', 0" long.

Opposite Lot 3—15" Corrugated pipe—36', 0" long.
Opposite Lot 3—12" Corrugated pipe,—32', 0" long.
Opposite Lot 2—12" Corrugated Pipe—32', 0" long.
Opposite Lot 2—12" Corrugated Pipe—32', 0" long.
Opposite Lot 2—24" Corrugated pipe—28', 0" long.
Opposite Lot 1—Concrete Culvert—8', 0" Span, 18', 0" Roadway.

Houghton—16" Concrete tile—22', 0" long; 18 Entrance Culverts.

Road 2—From Delhi to Waterford

Length 12.87 miles; Standard grade 3 miles; 4 miles graded, but not highway standard; Gravel 10.17 miles; Gravel Mulch 2.7 miles; 1 mile gravel mulch east of Delhi constructed in 1929, not rolled, surface treated in 1930; 1.2 mile, west of Townline of Windham and Townsend constructed; .5 of a mile rolled in 1930, surface treated in 1931; .7 of a mile constructed in 1931, rolled; .5 of a mile in Windham Centre constructed in 1930-1931, rolled, east part surface-treated in 1931.

Structures From Delhi Easterly

Opposite Lot 24—14" Concrete tile, 28'-0" long.
Opposite Lot 24—8" Concrete tile, 32'-6" long.
North of Gothic S.—8" Concrete tile, 24'-0" long.
Opposite Lot 20, Con. 11—Gravel 7½" thick.
Con. 10—8" Concrete tile, 34'-0" long.
Con. 9—22" Concrete tile, 28'-0" long.
Con. 9—4'x4' Reinforced Concrete Culvert, 38'-0" long.
Intersection Road 2 and 26—Concrete culvert 5' Span, 32'-0" long.
Opposite Lot 18—12' Corrugated pipe, 50'-0" long.
Opposite Lot 17—12" Concrete tile, 32'-6" long.
Opposite Lot 16—4' Concrete arch, 14'-0" roadway.
Opposite Lot 15—18" Corrugated pipe, 28'-0" long.
Opposite Lot 13—12" Concrete tile, 32'-0" long.
Opposite Lot 13—15" Corrugated Pipe, 32'-0" long.
Opposite Lot 11—12" Corrugated pipe, 28'-0" long.
Opposite Lot 10—24" Corrugated pipe, 30'-0" long.
Opposite Lot 9—18" Corrugated pipe, 26'-0" long.
Opposite Lot 8—12" Corrugated pipe, 28'-0" long.
Opposite Lot 7—24" Corrugated pipe, 30'-0" long.
Opposite Lot 5—24" Corrugated pipe, 34'-0" long.
Opposite Lot 3—18" Corrugated pipe, 28'-0" long.
Opposite Lots 2 and 3—18" Corrugated pipe, 46'-0" long.
Opposite Lot 2—18" Corrugated pipe, 28'-0" long.
Opposite Lot 1—24" Corrugated pipe, 30'-0" long.

Road 2 in Townsend

Opposite Lot 2—15" Concrete tile, 32'-0" long.
Opposite Lot 3—5' Concrete arch, 16'-0" Roadway.

At Pond—Bridge—24'-0" Span 12'-0" Roadway, concrete abutments; Steel Beams, concrete floor; 10 Entrance Culverts.

Road 3—From Waterford Easterly

Length 6.75 miles; 6 miles standard grade; .75 miles graded, but not to highway standard; Gravel 3.15 miles; Gravel mulch 1.6 miles; 2 miles surface treated; Gravel mulch 1 mile, east of Townsend Centre constructed 1930, rolled .6 of a mile east, 1930 work; constructed 1931, rolled. 2 mile surface treatment east and west of Villa Nova 1930, retreated in 1931.

Opposite Lot 7—12" Corrugated pipe, 21'-6", 7-6 Concrete. (Not large enough in freshet time).

Opposite Lot 9—20" concrete tile, 23' long, (spread apart, poor connection).

Opposite Lot 10—4'x4' Reinforced culvert, 44' long.

Opposite Lot 12—12" concrete pipe, 26' long—Butt-end and joint.

Opposite Lot 13—32' Span Beam Bridge—Stone abutments, concrete deck, 13' Roadway.

Opposite Lot 14—18" corrugated pipe 30'-0" long.

Opposite Lot 14—15" corrugated pipe 27' long with metal head walls.

Opposite Lot 16—48" corrugated pipe and concrete pipe 27' long.

Opposite Lot 16—24" corrugated pipe, 29 ft. long with metal head walls.

Opposite Lot 17—18" corrugated pipe, 32'-0" long.

Opposite Lot 17—15" corrugated pipe, 27' long, with metal head walls.

Opposite Lot 18—Steel Bridge, 24' Span, 12' roadway, wooden stringers, plank top.

Opposite Lot 18—20" concrete pipe, 20'-6" with concrete head walls, 5 broken tile.

Opposite Lot 19—16" concrete pipe, 27' long, fair condition.

Opposite Lot 20—Concrete Bridge, 12" Span, 13' roadway, (poor condition).

Opposite Lot 21—16" concrete culvert, 29'-0", (poor condition).

Opposite Lot 22—24"x18" Flag Stone Culvert, 29'-0" (Bad condition).

Opposite Lot 22—24" corrugated pipe, 26'-0" long.

Opposite Lot 22—16" concrete pipe, 29'-0" (Fair).

Opposite Lot 23—20" concrete pipe, 23'-0" (Fair).

Town Line—18" corrugated pipe, 28'-0" long.

18" corrugated pipe, 26'-0" long.

66 Entrance Culverts.

Gravel test—Lot 11—9"; Lot 12—6"; Lot 12—6"; Lot 23—5½"; Lot 24—3 to 6 1-2 in same holes.

Road 4—From Highway No. 19 to Mabee's Corner

Length 4.75 miles not graded; 4.75 miles Gravel

Structure from Highway No. 19, Southerly

In Con. 4—4' Concrete Arch, 36'-0" long (poor condition).

In Con. 3—20" concrete tile 20'-0" long.

12" vitrified tile 30'-0" long.

6"x6" Reinforced concrete culvert, 110 ft. long.

18" corrugated pipe 36'-0" long.

In Con. 2—Steel Bridge, Warren Truss Box Chord, 70'-0" Span, 16'-0 Roadway.

Concrete abutments, concrete floor.

In Con. 1—18" concrete tile, 24'-0".

15" concrete tile, 30'-0".

1 Entrance culvert.

Road 5—From Delhi North to Norfolk-Oxford Boundary

Length 2.2 miles; Gravel mulch 2.2 miles; Graded but not to highway standard; No culverts or bridges; no entrance culvert.

Road 6—From Road 1 to Houghton Centre

Length 12 miles; 6.5 Standard Grade; 12 miles gravelled.

Structures from Road 1

Opposite Con. 1—S.T.R. Middleton—Concrete culvert 5'-0" Span 16'-0" Roadway.

12" concrete tile, 22'-0" long.

24" vitrified tile 22'-0" long (badly broken).

On Con. 14, Walsingham—Concrete culvert 5'-6" span, 16'-0" Roadway.

15" corrugated pipe 28'-0" long.

Opposite Con. 13, Walsingham—48" corrugated pipe 32'-0" long, with metal head walls.

24" concrete tile, 22'-0" long.

Opposite Con. 12, Walsingham—18" concrete tile, 19'-0" long (in bad condition).

18" corrugated pipe 20'-0" long.

In the 3rd Concession of Houghton

24" corrugated pipe 28'-0" long.

36" corrugated pipe 40'-0" long.

15" corrugated pipe 30'-0" long.

15" corrugated pipe 30'-0" long.

Concrete culvert 5'-0" span, 16'-0" Roadway.

15" corrugated pipe 30'-0" long.

60" corrugated pipe 24'-0" long.
24" corrugated pipe 40'-0" long.
15" corrugated pipe 30'-0" long.
15" corrugated pipe 30'-0" long.
18" concrete tile 30'-0" long.
15" corrugated pipe 30'-0" long.
15" corrugated pipe 28'-0" long.
15" corrugated pipe 28'-0" long.
15" corrugated pipe 28'-0" long.
15" corrugated pipe 28'-0" long.
15" corrugated pipe 28'-0" long.
8" concrete tile 24'-0" long.
15" corrugated pipe 28'-0" long.
Reinforced concrete culvert 8'-0" span, 21'-6" Roadway.
12" corrugated pipe 28'-0" long.
12" corrugated pipe 28'-0" long.
Reinforced concrete culvert 9'-6" Span, 24'-0" Roadway.
Concrete culvert 7'-0" Span, 16'-0" Roadway.
Reinforced concrete culvert 10'-0" Span, 21'-6" Roadway.
12" corrugated pipe 30'-0" long.
24" corrugated pipe 26'-0" long.
18" concrete tile, 28'-0" long.
18 Entrance culverts.

Road No. 7—From West Town Line of Walsingham to Simcoe

Length 20 miles; 9 miles standard grade, 8 miles graded, not standard grade; 15 miles gravelled road; 2.2 miles gravel mulch; 2.8 miles dirt road.

Gravel mulch 1 mile, Lot 21, North Walsingham westerly constructed 1930, rolled, 1.2 miles—the townline between Woodhouse and Charlotteville westerly—constructed 1931, rolled.

Structure From West Town Line North Walsingham Easterly

Between West Townline and West quarter line:

10" vitrified tile 24'-0" long.

36" corrugated pipe 100'-0" long, metal head walls.

Reinforced concrete bridge, 18'-0" Span, 24'-0" Roadway Reinforced.

Concrete hand railing.

Opposite Lot 11—Concrete culvert 8'-6" Span, 17'-6" Roadway.

From Langton East to East Quarter Line:

12" vitrified tile 26'-0" long.

3'-6" concrete culvert 36'-0" long.

18" corrugated pipe, 52'-0" long.

From East Quarter Line to Road between Lot 21 and 22:

36" corrugated pipe 110'-0" long.

24" corrugated pipe 34'-0" long.

18" corrugated pipe 26'-0" long.

Opposite Con. 12—Between Lots 21-22.
18" corrugated pipe 40'-0" long.
15" corrugated pipe 36'-0" long.
15" corrugated pipe 42'-0" long.
15" corrugated pipe 32'-0" long.
15" corrugated pipe 34'-0" long.
From Road between Lot 21-22 Easterly.
3'-0 concrete culvert 21'-0" (in bad condition).
18" concrete tile 20'-0" long.
Steel Bridge 120'-0" Span, on Steel piles, stump and plank
abutments, 14'-0" Span.
15" corrugated pipe 30'-0" long.
1000' tile drain, 2 catch basins.
On Town line between Walsingham and Charlotteville:
18" corrugated pipe 40'-0" long.
Opposite Lot 2, Con. 9—8" vitrified tile 30'-0" long.
Opposite Lot 4, Con. 9—24" corrugated pipe 40'-0" long.
Opposite Lot 5, Con. 9—15" corrugated pipe 30'-0" long.
Opposite Lot 9, Con. 9—18" corrugated pipe 30'-0" long.
Opposite Lot 10, Con. 9—18" corrugated pipe 28'-0" long.
Opposite Lot 11, Con. 9—12" corrugated pipe, 28'-0" long.
Opposite Lot 12, Con. 9—24" corrugated pipe 28'-0" long.
Opposite Lot 12, Con. 9—8" vitrified tile 26'-0" long.
Opposite Lot 13, Con. 9—24" corrugated pipe, 30'-0" long.
Opposite Lot 13, Con. 9—8" vitrified tile 26'-0" long.
Opposite Lot 13, Con. 9—8" vitrified tile 26'-0" long.
Opposite Lot 14, Con. 9—20" vitrified tile 30'-0" long.
Opposite Lot 15, Con. 9—18" corrugated pipe 30'-0" long.
Opposite Lot 16, Con. 9—15" corrugated pipe 34'-0" long.
Opposite Lot 17, Con. 9—15" corrugated pipe 34'-0" long.
Opposite Lot 20, Con. 9—4'-0" concrete arch 17'-0" road-
way (bad condition).
Opposite Lot 20, Con. 9—18" corrugated pipe 28'-0" long.
Opposite Lot 21, Con. 9—15" corrugated pipe 28'-0" long.
In Gore of Woodhouse—2'x2' Flagstone culvert 20'-0" (bad
condition).
3'x3' Flagstone culvert 28'-0" long (bad condition).
12" corrugated pipe 28'-0" long.
54 Entrance culverts.

Road 8—From Road 1 Southerly to Road 9

Length 16.1 miles; Standard Grade 12 miles; graded, but
not to Highway standard 4.1 miles; Gravel 8.0 miles; gravel
mulch 7.34 miles; Tar penetration .75 of a mile.

Location from Road 1—Southerly.

Gravel mulch—.55 of a mile, constructed in 1931, rolled.

Gravel 3.8 miles from gravel mulch to South Middleton.

Gravel mulch—Southern from gravel at S. Middleton.

1.1 miles constructed 1929, not rolled.

.75 miles constructed 1928 not rolled surface treated 1930.

.5 miles constructed 1930 rolled.

.35 miles constructed 1928, not rolled, surface treated 1930.

.75 miles constructed 1931, rolled.

Gravel 4.1 mile from South limit of Concession 1 to Walsingham.

Gravel mulch from north limit of Walsingham Southerly.

.7 miles constructed 1928, not rolled, surface treated 1930.

1.1 miles constructed 1929, not rolled, surface treated 1930

1.65 miles constructed 1931, rolled, (beach gravel used).

.75 miles tar penetration constructed 1922, surface treated in 1926.

Structures—Con. 1, Middleton S. T. R.

Reinforced Bridge 10'-0" Span, 21' Roadway, Reinforced concrete hand railing.

10" concrete tile 30'-0" long.

12" concrete tile 30'-0" long.

12" corrugated pipe 40'-0" long.

Con. 2 S.T.R.—12" corrugated pipe 40'-0" long.

30' concrete arch 20'-0" roadways (bad condition).

Between Con. 2 and 3 S.T.R.—4'x4' concrete culvert 22'-0" long.

Con. 3—4'-0" concrete arch 20'-0" roadway.

Between Con. 3 and 4 S.T.R.—3'-0" concrete arch 18'-0" roadway.

Gravel test 8" in depth.

Walsingham Con. 12—4'-0" concrete arch 23'-0" long.

Con. 11—12" concrete tile 38'-0" long.

Con. 10—10" concrete tile 38'-0" long.

Con. 10—Gravel test—Gravel 6" in depth.

Con. 10—12" concrete tile 38'-0" long.

Con. 10—12" concrete tile 36'-0" long.

Con. 10—12" vitrified tile 40'-0" long.

Con. 9—12" concrete tile 30'-0" long.

Con. 9—36" corrugated pipe 36'-0" long, concrete head walls.

Con. 9—18" corrugated pipe 44'-0" long.

Con. 9—12" vitrified tile 32'-0" long.

Con. 8—12" concrete tile 28'-0" long.

Con. 8—12" vitrified tile 30'-0" long.

Between Con. 8 and 7—12" corrugated pipe 14'-0" long.

12" concrete tile 48'-0" long.

Con. 7—Steel Bridge Warren Truss Box chord, concrete abutments 52'-0" Span, 16'-0" roadway, latticed hand railing.

Con. 7—Steel Bridge, Warren Truss, box chord, concrete abutments, 76'-0" Span, 15'-0" roadway, latticed hand railing.

Con. 7—24" corrugated pipe 38'-0" long.

Con. 7—12" corrugated pipe 58'-0" long.

Con. 7—18" corrugated pipe 50'-0" long.

Con. 6—18" corrugated pipe 60' long with wooden box end.

- Con. 6—24" corrugated pipe and vitrified tile 66'-0" long.
 - Con. 6—18" corrugated pipe 60'-0" long.
 - Con. 6—18" vitrified tile 60'-0" long.
 - Con. 6—10" corrugated pipe 40'-0" long.
 - Con. 5—12" corrugated pipe 60'-0" long.
 - Con. 5—12" corrugated pipe 90'-0" long.
 - Con. 5—12" corrugated pipe 44'-0" long.
 - Con. 5—12" corrugated pipe 60'-0" long.
 - Con. 4—30" corrugated pipe 60'-0" long.
 - Con. 3—12" concrete tile 30'-0" long.
 - Con. 3—18" vitrified tile 26'-0" long.
 - Con. 3—18" vitrified tile 26'-0" long.
 - Con. 2—Concrete culvert 8'-0" Span, 24'-0" roadway.
 - Con. 1—12" vitrified tile 28'-0" long.
 - Con. 1—1 mile of 6" tile drain in Con. 1.
- 29 Entrance culverts.

Road 9—From West Town Line Houghton Easterly

Length of Road 33.2 miles; 25.85 miles standard grade; 6.4 miles graded, but not to highway standard; 2.25 miles tar penetration, west and north of Port Rowan; 3 miles tar retread, north and west of St. Williams; 2 miles gravel mulch, east town line of Charlotteville Westerly; 5 miles surface treated with tar west of Road 8; 25.45 miles gravel and stone screenings.

Tar penetration west of Port Rowan constructed 1921, surface treated 1922, and 1928; Tar Penetration north of Port Rowan 1926; Tar Retread constructed 1930-1931; Surface treated 1931; Gravel mulch—constructed 1929, not rolled, constructed in 1931 rolled; surface treatment west of Road 8 treated in 1928, retreated in 1929.

Structure From West Town Line of Houghton Easterly

- Opposite Lot 2—24" corrugated pipe 150'-0" long.
- Opposite Lot 2—36" corrugated pipe 100'-0" long with metal head walls.
- Opposite Lot 2—15" corrugated pipe 42'-0" long.
- At 2nd Con.—15" corrugated pipe 50'-0" long.
- At 2nd Con., Lot 10—18" corrugated pipe 30'-0" long.
- At 2nd Con., Lot 11—18" corrugated pipe 30'-0" long.
- At 2nd Con., Lot 12—24" corrugated pipe 34'-0" long.
- At 2nd Con., Lot 12—24" corrugated pipe 32'-0" long.
- At 2nd Con., Lot 13—18" corrugated pipe 32'-0" long.
- At 2nd Con., Lot 14—18" corrugated pipe 30'-0" long.
- At 2nd Con., Lot 15—24" corrugated pipe 32'-0" long.
- At 2nd Con., Lot 17—24" corrugated pipe 30'-0" long.
- At 2nd Con., Lot 17—24" corrugated pipe 28'-0" long.
- At 2nd Con.—24" corrugated pipe 28'-0" long.
- At 2nd Con.—10" concrete tile 44'-0" at side road West of Clear Creek.

At 2nd Con.—12" concrete tile 42'-0" East of side road.

At 2nd Con.—12" concrete tile 24'-0" long, west of Clear Creek.

At 2nd Con.—Bridge over Clear Creek, concrete abutments, Steel Beams, concrete floor.

At 2nd Con.—18" corrugated pipe 32'-0" long, East of Clear Creek. Gravel test east of Clear Creek 9" deep.

12" corrugated pipe, 42'-0" at side road.

2—24' concrete tile 22'-0" long with concrete head walls.

12" corrugated pipe 26'-0" long at church.

4'x4' concrete culvert 24'-0" Roadway.

18" corrugated pipe 30'-0" long.

Concrete culvert 8'-0" Span, 24'-0" roadway, extended.

From West limit of S. Walsingham.

Opposite Lot 1—24" corrugated pipe, 30'-0" long with 1 concrete head wall.

Lot 3—24" corrugated pipe 30'-0" long.

Opposite Lot 3—18" corrugated pipe 30'-0" long.

Lot 3—18" corrugated pipe 30'-0" long.

Lot 3—18" corrugated pipe 32'-0" long.

Lot 4—30" corrugated pipe 34'-0" long.

Lot 4—18" corrugated pipe 34'-0" long.

Concrete arch 8'-0" Span, Roadway 22'-0".

Lot 6—18" corrugated pipe 28'-0" long.

Lot 7—18" corrugated pipe 34'-0" long.

Lot 8—Wooden Bridge on concrete abutments—Big Creek overflows.

Steel Bridge 76'-0" Span, 16'-0" Roadway, Warren Truss, Box Chord, concrete floor, concrete abutments on piles.

Lot 8—36" corrugated pipe 30'-0" long.

18" corrugated pipe 28'-0" long.

Concrete culvert 8'-0" Span, 24' Roadway.

Lot 10—24" corrugated pipe 28'-0" long.

Lot 11—Concrete arch 8'-0" Span, 14'-0" Roadway.

Lot 12—Concrete arch 3'-0" Span, 15'-0" Roadway.

Lot 13—4'-4' concrete culvert 24'-0" Roadway.

Lot 14—2 44" corrugated pipe, used as extensions on the ends of 2 old concrete arches Road 24'-0".

Steel Bridge, 44'-0" Span, 20'-0" Roadway. Warren Truss, Box chord, abutments with concrete floor, on concrete abutments.

Lot 15—12" vitrified tile 24'-0" long.

Con. 1—30" corrugated pipe 24'-0" long.

15" corrugated pipe in centre 2 concrete tile on each end as extensions 24'-0" long.

15" vitrified tile 30'-0" long.

Lot 17—12" vitrified tile 28'-0" long.

Lot 18—12" corrugated pipe 32'-0" long.

12" corrugated pipe 26'-0" long.

15" vitrified tile 28'-0" long.

- Lot 19—15" vitrified tile 30'-0" long.
Concrete arch 15'-0" Span, 17'-0" Roadway.
15" vitrified tile 44'-0" long.
Lot 20—18" corrugated pipe 28'-0" long.
Lot 20—Reinforced concrete Bridge 15'-0" Span, 24'-0" Roadway.
Lot 21—Reinforced concrete bridge 15'-0" Span, 24'-0" Roadway.
12" vitrified tile 24'-0" long.
Lot 22—Reinforced concrete bridge 15'-0" Span 24'-0" Roadway.
Lot 23—15" vitrified tile 36'-0" long.
Lot 24—30" corrugated tile 36'-0" long.
18" corrugated tile 30'-0" long.
S. Walsingham—Con. 2—48" corrugated pipe 38'-0"—One concrete headwall.
30" corrugated pipe 32'-0" concrete head walls.
Con. 3—12" corrugated pipe 44'-0" long.
24" corrugated pipe 46'-0" long.

From West Town Line of Charlottesville Easterly

- Opposite Lot 1—15" corrugated pipe 36'-0" long.
Lot 2—24" corrugated pipe 40'-0" long.
Lot 3—36" corrugated pipe 36'-0" long.
Lot 5—36" corrugated pipe 36'-0" long.
Lot 6—18" corrugated pipe 40'-0" long.
24" concrete pipe 48'-0" long.
Concession 1—4'-0" concrete arch 60'-0" long.
12" vitrified tile 36'-0" long.
Con. 2—18" corrugated pipe 24' long.
15" corrugated pipe 36'-0" long.
15" corrugated pipe 24'-0" long.
Between Con. 2 and 3—15" corrugated pipe 46'-0" long.
Lot 9—15" corrugated pipe 34'-0" long.
24" corrugated pipe 34'-0" long.
Lot 10—15" corrugated pipe 30'-0" long.
18" corrugated pipe 30'-0" long.
Lot 11—10" vitrified tile 32'-0" long.
18" corrugated pipe 32'-0" long.
Lot 11 Gravel Test 4" deep.
Lot 11—18" corrugated pipe 32'-0" long.
Lot 12—12" vitrified tile 22'-0" long.
Lot 12—10" vitrified tile 30'-0" long.
In Con. 3—15" concrete tile 32'-0" long.
Lot 15—15" concrete tile 15'-0" long on side road.
15" Iron Pipe 40'-0" long.
Lot 16—15" concrete tile 34'-0" long.
Lot 19—24" corrugated pipe 46'-0" long.
Lot 20—18" corrugated pipe 20'-0" long.
In Vittoria—15" corrugated pipe 54'-0" long.

15" concrete tile 24'-0" long.
15" concrete tile 24'-0" long.
East of Vittoria—Steel bridge, T. Chord 24'-0" Span, 16'-0"
Roadway on concrete abutments wooden floor.
Lot 21—15" corrugated pipe 28'-0" long.
12" concrete tile 36'-0" long.
18" iron pipe 48'-0" long.
Lot 22—12" concrete pipe 40' long.

In Township of Woodhouse

15" corrugated pipe 34'-0" long.
18" corrugated pipe 60'-0" long.
Reinforced concrete bridge 10'-0" Span 24'-0" Roadway.
15" corrugated pipe 50'-0" long.
Tile Drain 8 miles.
Farm entrances culverts 217.

Road 10—From Road 7 Southerly

Length 7.5 miles, 3 miles standard grade, 4.5 miles graued but not to standard; 7.5 miles gravelled; gravel average 3" in depth.

Opposite Con. 10, Walsingham—20" vitrified tile 28'-0" long.

Opp. Con. 10 Walsingham—6'x6' Reinforced concrete culvert 90'-0" long.

12" concrete tile 26'-0" long.

Con. 9—12" concrete tile 24'-0" long.

12" vitrified tile 24'-0" long.

12" vitrified tile 32'-0" long.

Con. 8—12" corrugated pipe 28'-0" long.

12" concrete tile 28'-0" long.

18" corrugated pipe 28'-0" long.

Con. 7—15" corrugated pipe 28'-0" long.

18" corrugated pipe 28'-0" long.

Con. 6—18" corrugated pipe 26'-0" long.

18" corrugated pipe 26'-0" long.

18" corrugated pipe 26'-0" long.

Reinforced Concrete Bridge 16'-0" Span, 15'-0" Roadway.

Con. 5—18" corrugated pipe 28'-0" long.

Con. 4—Concrete Arch 9'-0" Span, 14'-0" Roadway.

15" corrugated pipe 40'-0" long.

Between Con. 3 and 4—18" corrugated pipe 48'-0" long.

Con. 3—18" corrugated pipe 28'-0" long.

36" corrugated pipe 26'-0" long.

30" corrugated pipe 26'-0" long.

Between Con. 2 and 3—15" corrugated pipe 40'-0" long.

1000 ft. Tile Drain; Entrance culverts 15.

Road 11—From No. 3 Highway Southerly to Road 7

Length 4 miles; 2.5 Standard Grade, 4 miles Gravelled.

Structures From No. 3 Highway Southerly

Opposite Con. 14 Windham—12" concrete tile 24'-0" long.
Gravel Test 4" in depth.

Con. 12 Charlotteville—36" corrugated pipe 29'-0" with metal head walls.

Con. 11—24" vitrified tile 14'-0" roadway, concrete head walls.

15" corrugated pipe 28'-0" long.

15" corrugated pipe 28'-0" long.

Con. 10—15" corrugated pipe 32'-0" long.

15" corrugated pipe 34'-0" long.

Con. 9—60" corrugated pipe 60'-0", headwalls at east side.

15" corrugated pipe 30'-0" long.

Gravel test 3" in depth.

12" corrugated pipe 34'-0" long.

15" corrugated pipe 32'-0" long.

8 Entrance culverts.

Road 12—From Road No. 9 to Port Ryerse

Length 2.3 miles; 1 mile standard grade, 1.3 miles not graded; 2.3 miles gravelled.

Structures

In Con. 2—12" corrugated pipe 28'-0" long.

Con. 1—12" corrugated pipe 28'-0" long.

B. F.—10" concrete tile 28'-0" long.

12" concrete tile 28'-0" long.

12" concrete tile 30'-0" long.

12" concrete tile 36'-0" long.

8" square vitrified tile 20'-0" long.

18" vitrified tile 34'-0" long.

12" concrete tile 32'-0" long.

12" corrugated pipe 30'-0" long.

12" corrugated pipe 20'-0" long.

In Port Ryerse—12" concrete tile 18'-0" long.

8" concrete tile 16'-0" long.

8" concrete tile 16'-0" long.

12" vitrified tile 18'-0" long.

12" vitrified tile 40'-0" long.

Wooden bridge 36'-0" Span, 12' Roadway (in bad condition)

6 Entrance culverts.

Road 13—From Road 25 Westerly to County Boundary

Length 3.9 miles; From Road 25—Gravel 3 miles, gravel mulch .9 of a mile; standard grade 3.9 miles.

Opposite Lot 15—36" corrugated pipe 36'-0" long.

- Opposite Lot 15—12" corrugated pipe 34'-0" long.
Opposite Lot 16—12" corrugated pipe 34'-0" long.
Lot 17—Reinforced concrete culvert, Span 8', Roadway 24'.
Lot 17—12" corrugated pipe 34'-0" long.
Lot 18—15" corrugated pipe 34'-0" long.
Gravel 7" in depth.
Lot 18—15" corrugated pipe 34'-0" long.
Lot 19—24" corrugated pipe 34'-0" long.
12" corrugated pipe 30'-0" long.
12" corrugated pipe 30'-0" long.
Lot 20—12" corrugated pipe 30'-0" long.
15" corrugated pipe 32'-0" long.
24" corrugated and concrete, 5 pieces concrete tile
44'-0" long.
18" corrugated pipe 32'-0" long.
12" corrugated pipe 32'-0" long.
Lot 20—12" corrugated pipe 30'-0" long.
18" concrete tile 40'-0" long.
18" corrugated pipe 32'-0" long.
Lot 21—18" corrugated pipe 32'-0" long.
18" corrugated pipe 32'-0" long.
12" concrete tile 32'-0" long.
Reinforced concrete bridge, Span 10' Roadway 16'-0".
Opposite Lot 22—15" corrugated pipe 32'-0" long.
15" corrugated pipe 32'-0" long.
Lot 23—15" corrugated pipe 32'-0" long.
15" corrugated pipe 34'-0" long.
Lot 24—15" corrugated pipe 32'-0" long.
15" corrugated and concrete pipe 34'-6" long.
Farm entrances Culverts 35.

Road 14—From North Town Line of Windham to Road 2

Length of road 8.55 miles; Gravel road 2.9 miles, not graded dirt road; Tar mulch 1 mile standard graded construction 1928 not rolled; Dirt road 2.1 miles not graded; 2.5 standard graded and gravel.

- Con. 2—12" vitrified tile 28'-0" long.
15" concrete tile 26'-0" long.
Con. 4—6" vitrified tile 28'-0" long.
Con. 6, Lot 12—15" corrugated pipe 32'-0" long.
Lot 13—15" corrugated pipe 32'-0" long.
Lot 14—12" corrugated pipe 30'-0" long.
Lot 15—8" corrugated pipe 40'-0" long.
Lot 16—12" concrete tile 32'-0" long.
Lot 17—12" corrugated pipe 40'-0" long.
8 Entrance culverts.

Road 15—Boston South

Length 14.2 miles; 8.3 miles standard grade; 5.9 miles graded but not to standard; 6.64 miles gravel mulch; 7.56

miles gravelled. Con. 13 and 14 gravel mulch constructed 1931 rolled; Con. 9, 10, 11 and 12 Gravel mulch constructed 1929, not rolled; Con. 5 gravel mulch constructed 1930 rolled; Con. 4 gravel mulch constructed 1929, rolled surface treated 1930.

Structures

- Con. 4—18" corrugated pipe 30'-0" long.
18" corrugated pipe 30'-0" long.
18" corrugated pipe 28'-0" long.
- Con. 5—12" concrete tile 31'-0" long.
15" concrete tile 31'-0" long.
15" concrete tile 31'-0" long.
15" concrete tile 31'-0" long.
- Con. 6—24" corrugated pipe 30'-0" long.
12" corrugated pipe 28'-0" long.
- Bridge 20' Span, 13'-0" Roadway; concrete abutments; wings walls cracked away from abutments; Steel Beams, plank floor.
18" corrugated pipe 30'-0" long.
- Con. 7—15"x6" Flagstone culvert 27'-0" long.
12" concrete tile 27'-0" long.
8" concrete tile 25'-0" long.
- Con. 8—18" corrugated pipe 30'-0" long.
18" corrugated pipe 30'-0" long.
16" concrete pipe 25'-0" concrete head walls.
- Con. 8—24" corrugated pipe 32'-0" long.
- Bridge 24' reinforced concrete Beam Bridge, 20' Roadway. Reinforced concrete culvert 9' span, 24'-0" Roadway.
Gravel 7½" in depth.

Townsend Centre South

- Con. 9—30" corrugated pipe 32'-0" long.
15" corrugated pipe 38'-0" long.
20" concrete pipe 31'-0" long.
30" corrugated pipe 42'-0" long.
- Con. 10—12" corrugated pipe 24'-0" long.
30" concrete pipe 24'-0" long.
16" concrete pipe 20'-0" long.
30" concrete pipe 26'-0" long.
- Con. 11—Culvert, stone abutment, cement slab, Span 5'-6", Roadway 14'-0".
- Con. 12—12" corrugated pipe 32'-0" long.
18" corrugated pipe 21'-6" (poor).
12" corrugated pipe 28'-0" long.
12"x2' Flagstone (poor).
12" concrete tile 28'-0" long.
- Con. 13—24" corrugated pipe 40'-0" long.
24" corrugated pipe 40'-0" long.
6" vitrified tile 30'-0" long.

18" corrugated pipe 40'-0" long.

18" corrugated pipe 50'-0" long.

12" corrugated pipe 34'-0" long.

Bridge—Reinforced concrete abutment and slab 18' Span,
Roadway 24'-0".

16" concrete tile 36'-0" (several broken).

12" corrugated pipe 60'-0" long.

Con. 14—Bridge—Reinforced concrete abutments and slab,
Span 18'-0", Roadway 24'-6".

Con. 14—12" corrugated pipe 30'-0" long.

24" corrugated pipe 30'-0" long.

8" concrete tile 20'-0" long.

12" corrugated pipe 28'-0" long.

Woodhouse

Con. 6—Culvert Reinforced concrete abutments and slab,
Span 11'-0", Roadway 24'-6"; reinforced concrete culvert
hand railing.

10" concrete tile 26'-0" (fair condition).

24" corrugated pipe 30'-0" long.

Gravel $6\frac{1}{2}$ " in depth.

Con. 5—18" corrugated pipe 24'-0" long.

Flagstone 24"x18", 26'-0" (fair condition).

Gravel 7" thick.

Con. 4—16" concrete tile 22'-0" long.

Concrete arch 11'-6", span, length 22'-0".

Culvert reinforced concrete 4'x4'; 40'-0" long.

15" corrugated pipe 26'-0" long.

Gravel 3" in depth.

Con. 3—24" concrete tile 26'-0" long.

Gravel 3" at Shands.

48" corrugated pipe 28'-0" long.

Concrete Bridge 11' Span, 16' Roadway.

Con 3—30" corrugated pipe 30'-0" long.

Gravel in flat 6".

24" corrugated pipe 48'-0" long.

Con. 2—12" concrete tile 62'-0" long.

12" concrete tile 28'-0" long.

15" corrugated pipe 28'-0" long.

15" corrugated pipe 28'-0" long.

Gravel 6" in depth.

Flagstone 18"x18" 43'-0" long.

Culvert 3' concrete arch, 36'-0" long, (bad condition)

Culvert 9'-6" concrete arch, 26'-0" long, (bad condition).

Con. 2—12" corrugated pipe 28'-0" long.

Con. 1—8" concrete pipe 22'-0" long.

Gravel $5\frac{1}{2}$ " in depth.

100 Entrance culverts.

Road 16—Windham Centre Southerly

Lenth 5.8 miles; standard grade 5.2 miles, gravel mulch 5.2 miles; Con. 12, 13, and 14 constructed 1929 not rolled, surface treated 1931. Con. 10 and 11 constructed 1930, rolled, Con. 10 surface treated 1931, Con. 9 and part of 8 constructed 1931, rolled. Gravel 6 miles not graded.

Con. 8—15" corrugated pipe 34'-0" long.

15" concrete tile 34'-0" long.

Con. 9—24" corrugated pipe 32'-0" long.

12" concrete tile 36'-0" long.

Con. 10—12" concrete tile 36'-0" long.

18" corrugated pipe 40'-0" long.

Con. 11—24" corrugated pipe 30'-0" long.

12" concrete tile 34'-0" long.

Culvert 4'x4' concrete 26'-6" (poor condition).

Con. 12—Culvert 4'x4' concrete 30'-6" long.

24" corrugated pipe 34'-0" long.

Con. 13—12" concrete tile 34'-6" long.

8" concrete tile 40'-0" long.

30" corrugated pipe 30'-0" long.

15" concrete tile 35'-0" long.

24" concrete tile 78'-0" long.

Con. 14—24" corrugated 30'-0" long.

9 Farm entrance culverts.

Road 17—Bealton West

Length 4.4 miles, 3.3 miles standard grade, 4.4 miles gravelled.

Structures

Lot 18—20" concrete tile 22'-0" long. (Bad, all cracked).

12" concrete pipe 29'-0" long.

2'x2' Flagstone culvert 20'-0" (Fair).

Lot 16—48" corrugated pipe 31'-0" with metal head walls.

Lot 15—18" corrugated pipe 28'-0".

Lot 12—12" corrugated pipe 34'-0" long.

Lot 12—15" corrugated pipe 26'-0" long.

18" corrugated pipe 30'-0" long.

Lot 11—18" corrugated pipe 30'-0" long.

Lot 10—36" corrugated pipe 30'-0" long metal head walls.

Lot 10—48" corrugated pipe 30'-6" metal head walls.

Lot 9—15" corrugated pipe 30'-0" long.

Lot 9—15" corrugated pipe 30'-0" long.

Lot 9—18" corrugated pipe 30'-0" long.

52 Entrance Culverts.

Gravel Lot 18, 3½" depth.

Gravel Lot 16, 5½" depth.

Gravel Lot 14 and 15, 6" depth.

Gravel Lot 14, 6" depth.

Gravel Lot 12, 4" depth.

Gravel Lot 11, 6" depth.

Gravel Lot 10, 9" depth.

Road 18—From Road 2 Southerly

Length 3.5 miles; 3.5 miles standard grade, 3.5 miles gravel mulch; Southerly 1.75 miles gravel mulch constructed 1929, not rolled. Northerly 1.75 miles gravel mulch constructed 1930, rolled. 3.5 miles surface treated 1931.

Structures From Road 2 Southerly

Opposite Con. 7, Townsend—15" corrugated pipe 32'-0" long.

Con. 8—24" corrugated pipe 30'-0" long.

Between Con. 8 and 9—15" corrugated pipe 30'-0" long.

Con. 9—60" corrugated pipe 16'-0", Roadway concrete head walls.

12" concrete tile 35'-0" long.

Con. 10—12" concrete tile 35'-0" long.

15" concrete tile 42'-0" long.

15" concrete tile 45'-0" long.

15" concrete tile 42'-0" long.

Con. 11—15" corrugated pipe 36'-0" long.

12" concrete tile 30'-0" long.

15" corrugated pipe 32'-0" long.

15 Entrance Culverts.

Road 19—Boston North

Length 2.5 miles; Standard grade 2.5 miles; gravel mulch 2.5 miles; Con. 3 constructed 1928; Surface treated in 1929, not rolled; Con. 2—gravel mulch constructed in 1929, part rolled; Con. 1—gravel mulch constructed 1931, rolled.

Con. 3—24" corrugated pipe 32'-0" long.

12" concrete pipe 40'-0" long.

Bridge Reinforced concrete 15' Span, Roadway 21'-6"

15" corrugated pipe 32'-0" long.

15" corrugated pipe 32'-0" long.

18" corrugated pipe 32'-0" long.

48" corrugated pipe 31'-0" long with metal headwalls.

Con. 2—24" corrugated pipe 32'-0" long.

15" corrugated pipe 32'-0" long.

18" corrugated pipe 30'-0" long.

15" corrugated pipe 30'-0" long.

Con. 1—36" corrugated pipe 32'-0" long.

18" corrugated pipe 30'-0" long.

18" corrugated pipe 32'-0" long.

24" corrugated pipe 36'-0" long.

18" corrugated pipe 36'-0" long.

30" corrugated pipe 36'-0" long.

12" corrugated pipe 50'-0" long. At County boundary.
12" corrugated pipe 60'-0" long. At County boundary.
Bridge reinforced concrete Bridge 24' Span, 17'-6" Roadway.
46 Entrance culverts.

Road 21—From Villa Nova—North

Length of road 4.3 miles; Standard grade 3.5 miles; graded, but not standard grade .8 of a mile; gravelled 4.3 miles.

- Con. 8—16" concrete pipe, closed at one end 24' long.
18" corrugated pipe 28'-0" long.
Flag stone slab culvert (bad condition).
16" concrete pipe 25'-6" long.
18" concrete pipe 24" long.
- Con. 7—12"x12" Flagstone culvert 24'-0" long.
10'-0" Concrete arch 16' Roadway.
15" corrugated and Concrete pipe 33'-0" long 5' of concrete.
- Con. 6—12" corrugated pipe 28'-0" long.
12" corrugated pipe 30'-0" long.
16" concrete pipe 30'-0" long.
30" concrete and corrugated pipe 37'-0" long—10' corrugated.
- Con. 5—20" McCracken pipe 30'-0" long.
- Con. 4—5' concrete arch 17'-0" roadway (fair condition).
17 Entrance culverts.
Gravel Depth, Con. 8, 7".
Gravel Depth, Con. 7, 10".
Gravel Depth, Con. 6, 6 $\frac{3}{4}$ ".
Gravel Depth, Con. 5, 9".
Gravel Depth, Con. 4, 5".

Road 24—Simcoe to Port Dover

Length 6.7 miles Tarvia Penetration—constructed 1919, 1920, 1921.

Structures from Simcoe

- Con. 5 Woodhouse—30" corrugated culvert 60'-0" long.
15" vitrified tile 36'-0" long.
6'-0" concrete arch 44'-0" long.
10" vitrified tile 70'-0" long.
- Con. 4 Woodhouse—12" vitrified tile 36'-0" long.
12" vitrified tile 40'-0" long.
36" corrugated pipe 60'-0" long.

Between 3 and 4 Woodhouse—10" concrete tile 60'-0" long.
Con. 3 Woodhouse—12" concrete tile 32'-0" long.
12" concrete tile 32'-0" long.
15" corrugated pipe 46'-0" long.
Con. 2 Woodhouse—18" concrete tile 38'-0" long.
Con. 2—8" concrete tile 40'-0" long at Cullimore's lane.
8" concrete tile 34'-0" long.
8" concrete tile 34'-0" long.
Opposite Lot 3—15" concrete tile 34'-0" long.
Opposite Lot 4—10" corrugated pipe 32'-0" long.
Opposite Lot 4—24" corrugated pipe 32'-0" long.
Opposite Lot 5—10" corrugated pipe 28'-0" long.
Opposite Lot 8—12" corrugated pipe 28'-0" long.
Opposite Lot 9—24" corrugated pipe 32'-0" long.
Opposite Lot 9—30" corrugated pipe 28'-0" long.
Opposite Lot 10—15" corrugated pipe 34'-0" long.
36 Entrance culverts.

Road 25—From Windham Centre to Road 13

Length 4.75 miles; standard grade 3.75 miles; gravel mulch 2 miles; gravel mulch Con. 7, constructed 1930, rolled, surface treated 1931; Con. 6 gravel mulch constructed in 1931, rolled; gravel 2.75 miles.

From Windham Centre, North

Con. 7—.85 of a mile constructed in 1930, surface treated in 1931.
Con. 6—.9 of a mile constructed in 1931.
Con. 6—3.75 miles standard grading.
Con. 7—12" concrete 26'-0" long.
Con. 6—15" corrugated pipe 30'-0" long.
Con. 5—24" corrugated pipe 30'-0" long.
Con. 5—8" corrugated pipe 44'-0" long.
Steel Bridge at Teeterville on concrete abutments,
Span 99'-0"; Driveway 13'-6".
Con. 3—10" corrugated tile 30'-0" long.
Con. 3—12" concrete tile 30'-0" long.

Road 26 From West Townline of Windham Easterly to Road No. 2

Length 2.5 miles; standard grade 1 mile; 2 miles gravelled; 1-2 mile dirt road.

Townline East:

Lot 22—15" corrugated pipe 28'-0" long.
Lot 21—15" corrugated pipe 28'-0" long.
Lot 20—60" corrugated pipe 30'-0", concrete head walls, reinforced.
Lot 19—Steel Bridge, concrete abutments, reinforced floor, 62' Span, 16'-0" Roadway.

Lot 18—36" corrugated pipe 39'-0" long.

Lot 17—Culvert concrete 6' Span, 16' Roadway.

Road 27—From Highway No. 3 to Road No. 9

Length 6.25 miles; gravel 4 miles, dirt road 2.25 miles.

Con. 9, Charlotteville—20" vitrified tile 18'-0" long.

12" corrugated pipe 32'-0" long.

Con. 8—24" corrugated pipe 30'-0" long.

Between Con. 8 and 7—12" corrugated pipe 30'-0" long.

Con. 7—Reinforced concrete culvert 9'-0" Span, 24'-0" Roadway.

15" corrugated pipe 28'-0" long.

Con. 6—12" vitrified tile 24'-0" long (bad condition).

12" vitrified tile 24'-0" long (bad condition).

Con. 5—36" corrugated pipe 26'-0" long.

12" vitrified tile 22'-0" long.

Reinforced concrete bridge 15'-0" Span, Roadway 21'-6".

Con. 4—48" corrugated pipe 42'-0" long.

6 Entrance culverts.

Road 29—From Road No. 6 to Road No. 9

Length 9.25 miles; 6.5 miles standard grading; 5.5 miles gravelled; 3.75 miles dirt road.

Structures

Con. 11, Walsingham—18" corrugated pipe 38'-0" long.

15" corrugated pipe 32'-0" long.

30" corrugated pipe 44'-0" long.

30" corrugated pipe 54'-0" long.

Con. 10—18" corrugated pipe 32'-0" long.

12" corrugated pipe 36'-0" long.

18" concrete tile 20'-0" long.

15" concrete tile 20'-0" long.

24" corrugated pipe 28'-0" long.

Con. 9—15" corrugated pipe 28'-0" long.

15" corrugated pipe 28'-0" long.

60" corrugated pipe 38'-0" long.

12" concrete tile 30'-0" long.

Con. 8—12" concrete tile 20'-0" long.

12" concrete tile 20'-0" long.

16" concrete tile 28'-0" long.

- 18" concrete tile 24'-0" long.
- Con. 7—28" concrete tile 24'-0" long.
15" concrete tile 24'-0" long.
12" concrete tile 20'-0" long.
18" concrete tile 24'-0" long.
- Con. 5—30" corrugated pipe 28'-0" long.
Concrete culvert Span 6'-0"; 14'-0" Roadway.
15" corrugated pipe 30'-0" long.
15" corrugated pipe 30'-0" long.
15" corrugated pipe 40'-0" long.
- Con. 4—15" corrugated pipe 28'-0" long.
- Con. 3—15" corrugated pipe 50'-0" long.
15" corrugated pipe 28'-0" long.
18" corrugated pipe 30'-0" long.
- Con. 3—15" corrugated pipe 28'-0" long.
- Between Con. 3 and 2—15" corrugated pipe 40'-0" long.
15" corrugated pipe 40'-0" long.
- Con. 2—15" corrugated pipe 28'-0" long.
24" corrugated pipe 34'-0" long.
- Con. 2, Walsingham—15" corrugated pipe 28'-0" long.
15" corrugated pipe 28'-0" long.
Concrete culvert 14'-0" Span, 14'-0" Roadway, (in bad condition).
10" corrugated pipe 30'-0" long.
15" corrugated pipe 28'-0" long.
- Con. 1—15" corrugated pipe 28'-0" long.
15" corrugated pipe 40'-0" long.
15" corrugated pipe 28'-0" long.
Concrete culvert 6'-0" Span, 14'-0" Roadway, (in bad condition).
15" corrugated pipe 28'-0" long.
20 Entrance culverts.

Road 30—Haldimand Norfolk County Boundary Line

Length 3 miles; Stone Road 3 miles, standard grade; $2\frac{3}{4}$ miles surface treated with tar; $\frac{1}{4}$ mile stone and screenings.

Structures—From County Boundary Westerly

- Opp. Lot 24—Concrete arch 10'-0" Span, 16'-0" Roadway.
24" corrugated pipe 30'-0" long.
- Lot 22—5'-0" concrete arch 17'-6" roadway.
3'-0" concrete arch 18'-0" Roadway.

Lot 21—24" concrete tile 30'-0" long.

Lot 20—3'x3' concrete culvert 24'-0" roadway.

Lot 19—3'x3' concrete culvert 23'-0" roadway.

Between Lots 18 and 19—24" concrete tile 32'-0" long.
18" concrete tile 36'-0" long.

Lot 18—18" corrugated pipe 28'-0" long.
28 Entrance culverts.

Road 31

Length .3 mile; .3 mile standard grade, concrete pavement, reinforced concrete bridge 15'-0" Span, 24'-0" Roadway, reinforced concrete hand railing.

2 Entrance culverts.

RECAPITULATION

Total mileage of County Road System	210.87 miles
Standard Grade	125.35 miles
Graded, but not to Highway Standard	47.40 miles
Not Graded Roads	38.12 miles
Gravel Roads	139.58 miles
Gravel Mulch Roads	41.04 miles
Tar Penetration Roads	9.75 miles
Tar Treated Roads	5.25 miles
Tar Retread Roads	3.00 miles
Concrete Roads30 miles
Dirt Roads	12.00 miles

Length of 8" corrugated pipe used for culverts 84 feet.
Length of 10" corrugated pipe used for culverts 160 feet.
Length of 12" corrugated pipe used for culverts 2008 feet.
Length of 15" corrugated pipe used for culverts 3471 feet
Length of 18" corrugated pipe used for culverts 2634 feet
Length of 24" corrugated pipe used for culverts 1950 feet
Length of 30" corrugated pipe used for culverts 594 feet.
Length of 36" corrugated pipe used for culverts 794 feet.
Length of 48" corrugated pipe used for culverts 226 feet.
Length of 60" corrugated pipe used for culverts 152 feet

Total12073 feet.

Length of 8" concrete tile used for culverts 324 feet
Length of 10" concrete tile used for culverts 226 feet
Length of 12" concrete tile used for culverts.....1664 feet.
Length of 14" concrete tile used for culverts 56 feet.
Length of 15" concrete tile used for culverts 504 feet.
Length of 16" concrete tile used for culverts 368 feet
Length of 18" concrete tile used for culverts 308 feet
Length of 20" concrete tile used for culverts 170 feet
Length of 22" concrete tile used for culverts 28 feet
Length of 24" concrete tile used for culverts 258 feet
Length of 28" concrete tile used for culverts 24 feet
Length of 30" concrete tile used for culverts 77 feet

Total length 4007 feet

Length of 6" vitrified tile used for culverts	82 feet
Length of 8" vitrified tile used for culverts	128 feet
Length of 10" vitrified tile used for culverts	126 feet
Length of 12" vitrified tile used for culverts	432 feet
Length of 15" vitrified tile used for culverts	196 feet
Length of 18" vitrified tile used for culverts	146 feet
Length of 20" vitrified tile used for culverts	48 feet
Length of 24" vitrified tile used for culverts	36 feet

Total Length 1194 feet

Length of 15" of cast iron pipe used for culverts	40 feet
Length of 18" of cast iron pipe used for culverts	48 feet

Total Length 88 feet

Total length of tile and pipe used in culverts	17,362 feet.
Number of concrete culverts	52
Number of concrete bridges	25
Steel bridges	10
Wooden bridges	2
Number of entrance culverts	816
Length of entrance culverts approximately	12,140 feet.

The foregoing information should prove useful in future years to the various County Councils and County Road Committees.

All of which is respectfully submitted,

I have the honor to be Gentlemen,

Your obedient servant,

GUY R. MARSTON,
County Road Superintendent

Dated at Simcoe, December 1, 1931.

ROAD MAP
OF THE COUNTY OF
NORFOLK

SCALE - 4 MILES - 1 INCH



